

FINAL
ENVIRONMENTAL STATEMENT

NORTH POINT PARK/MARINA
CITY AND COUNTY OF SAN FRANCISCO

REGULATORY PERMIT APPLICATIONS
BY
WATERFRONT RECREATION FACILITIES, INC.

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MAY 1977

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RESPONSE REQUIRED BY: 5 July 1977

FINAL ENVIRONMENTAL STATEMENT: COMMENT PERIOD
 For application announced in Public Notice 10745-48

TO WHOM IT MAY CONCERN:

1. As announced in Public Notice No. 10745-48, Waterfront Recreation Facilities, Inc., 2101 Third Street, San Francisco, California 94109, through its agent, Walker & Moody, Architects (telephone 415-885-0800), has applied for a Department of the Army Permit to develop a major commercial/recreational complex consisting of restaurants, retail shops, marina, and open space/park areas to be called the North Point Park/Marina at the Port of San Francisco's northern waterfront adjacent to and including Piers 37, 39 and 41, City and County of San Francisco.
2. In response to the National Environmental Policy Act of 1969, Public Law 91-190, the San Francisco District, U.S. Army Corps of Engineers, has prepared a Final Environmental Statement (FES) for the subject permit application which was published in the Federal Register on 3 June 1977. The Draft Environmental Statement was issued on 15 December 1976.
3. The District is now soliciting comments and views of appropriate government agencies, interested groups and individuals concerning the FES. Please submit your comments to the District Engineer, San Francisco District, by the date indicated above so that they can be considered along with other relevant information in arriving at the final decision on the application. The final decision on the permit cannot be made until 30 days have passed from the announcement in the Federal Register that the FES has been filed with the Council on Environmental Quality.
4. Copies of the Final Environmental Statement are available for review by contacting the San Francisco District (telephone 415-556-5412) and at the San Francisco Public Library, Civic Center, San Francisco, where a copy will be kept on file.

H. A. FLERTZHEIM, JR.
 Colonel, CE
 District Engineer



SUMMARY

NORTH POINT PARK/MARINA
SAN FRANCISCO COUNTY, CALIFORNIA

REGULATORY PERMIT APPLICATION
BY WATERFRONT RECREATION FACILITIES, INC.

() DRAFT ENVIRONMENTAL STATEMENT (X) FINAL ENVIRONMENTAL STATEMENT

Responsible Office: District Engineer
U.S. Army Engineer District, San Francisco
211 Main Street
San Francisco, CA 94105
(415) 556-3660

1. Name of Action: (X) Administrative () Legislative

2. Description of Action: Developing a major commercial/recreational complex of restaurants, retail shops, marina, parking garage, and open space/park areas at the Port of San Francisco's northern waterfront adjacent to and including Piers 37, 39, and 41.

3. a. Environmental Impacts: Change in land use from maritime to non-maritime activity; increase in pedestrian and vehicular traffic; changes in air and water quality; and change in noise levels.

b. Adverse Environmental Effects: Increased local traffic; increased sedimentation from the construction of breakwaters; air, water, and noise pollution; and increased use of natural resources.

4. Alternatives: Permit denial; smaller project; development according to the Bay Conservation and Development Commission Special Area Plan; development according to the San Francisco Northern Waterfront Plan; and development of the entire site as open space.

5. Comments Received:

U.S. Department of Commerce
The Assistant Secretary for Science and Technology
National Oceanic and Atmospheric Administration
U.S. Department of the Interior
U.S. Department of Transportation
Federal Highway Administration
U.S. Environmental Protection Agency
Advisory Council on Historic Preservation
California State Department of Parks and Recreation
The Resources Agency of California
Association of Bay Area Governments
The Atchison, Topeka and Santa Fe Railway Company
One Individual

6. Draft Statement to CEQ: 15 December 1976.
Final Statement to CEQ: 20 May 1977.



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CITY AND COUNTY OF SAN FRANCISCO

REGULATORY PERMIT APPLICATION BY
WATERFRONT RECREATION FACILITIES, INC.

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B	ENVIRONMENTAL IMPACT REPORT
C	AIR QUALITY
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*Appendices B and C were distributed with the Draft Environmental Statement and therefore are not included with this final report. Additional sets of these appendices are available from the San Francisco District upon request.

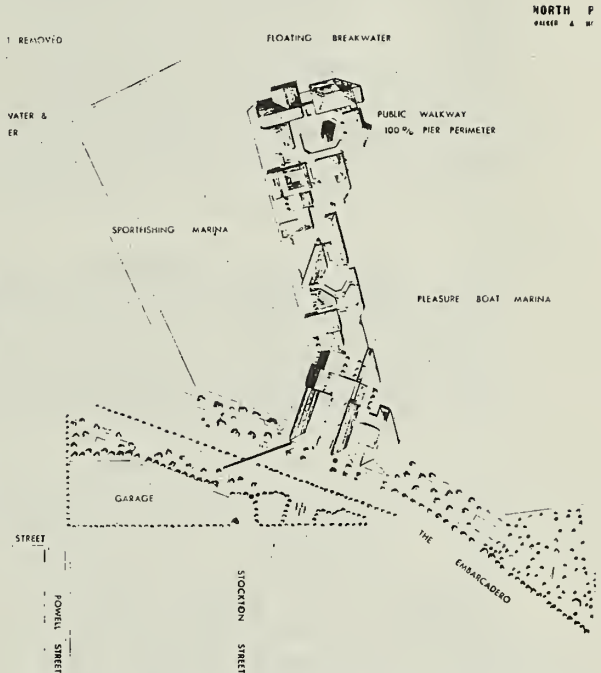
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NORTH POINT PARK/MARINA
CITY AND COUNTY OF SAN FRANCISCO, CALIFORNIA
REGULATORY PERMIT APPLICATION
BY
WATERFRONT RECREATION FACILITIES, INC.

1.00. PROJECT DESCRIPTION

1.01. Proposed Project. Waterfront Recreation Facilities, Inc., San Francisco, California, has applied for a Department of the Army permit to develop a major commercial/recreational complex consisting of restaurants, retail shops, marina, parking garage, and open space/park areas at the Port of San Francisco's northern waterfront adjacent to and including Piers 37, 39, and 41. The letter of application can be found as Document A-1 in Appendix A*.

1.02. The San Francisco Department of City Planning prepared a document for the applicant titled "Final Environmental Impact for Proposed North Point Park/Marina, San Francisco, California." The Draft Environmental Statement referred to the Department of City Planning document as Appendix B.



SITE PLAN (SEE FIGURE 4, APPENDIX B
FOR COMPLETE MAP)

1.03. The project site is located at the Embarcadero between Kearny Street and Powell Street, including Seawall Lots 311 and 312 north of Beach Street. See Plate 1 for the regional location and Figure 4, Appendix B for the site plan.

1.04. Authority. The Army's authority over these lands is based upon Section 10 of the Rivers and Harbors Act of 1899, 33 U.S.C. Sec. 403, which prohibits the unauthorized obstruction or alteration of any navigable waters of the United States. The construction of any structure in or over any navigable waters of the United States, the excavation from or depositing of material in such waters, or the accomplishment of any other work affecting the course, location, condition, or capacity of any such water are unlawful unless the work has been recommended by the Chief of Engineers and authorized by the Secretary of the Army.

*Appendix A was distributed with the Draft Environmental Statement and therefore only those documents added since distribution are included.

1.05. The Army's authority over these lands was modified by 33 U.S.C. 59h, which declared the Northern Embarcadero Area in San Francisco to be non-navigable waters of the United States. This statute applies only to those portions of the area which are bulkheaded and filled or are occupied by permanent pile-supported structures. While no regulatory permit is required for activities in the area defined by Section 59h, plans for bulkheading and filling and permanent pile-supported structures shall be approved by the Secretary of the Army, acting through the Chief of Engineers. This plan approval shall be based on engineering studies to determine the location and structural stability of the proposed work in order to preserve and maintain the remaining navigable waterway. These studies are presently underway at the San Francisco District.

1.06. In response to the provisions of the National Environmental Policy Act of 1969, Public Law 91-190, 42 U.S.C. Sec. 4332, an evaluation of the impacts of a proposed activity on all aspects of the quality of the human environment is required prior to a permit application being considered for approval. This Environmental Statement addresses such an evaluation of the proposed North Point Park/Marina.

1.07. Additional Regulatory Requirements. In addition to a Department of the Army permit, the proposed activity requires approval or certification from the Port of San Francisco, City and County of San Francisco, San Francisco Bay Conservation and Development Commission (BCDC), and the California Regional Water Quality Control Board (CRWQCB).

1.08. The Port Commission has the power to administer, develop, and lease Port property with the condition that non-maritime development yield a maximum financial return to support the Port's maritime development. Paragraph 3.06 discusses the Port's Master Plan. On 10 September 1975, the Port Commission approved a Development Agreement with the applicant. No later than 24 months from the date of the agreement a 60-year lease would be granted by the Port to the applicant for the subject property. Subsequently, the Port Commission has extended the time limit to allow the applicant to obtain all necessary permits.

1.09. By City Charter, non-maritime uses of Port property are subject to the City's land-use controls as administered by the Department of City Planning. Paragraph 3.05 discusses the City's Comprehensive Plan. Any non-maritime uses of Port property would require a Conditional Approval by the City Planning Commission. The Commission approved the proposed project on 26 August 1976.

1.10. On 17 April 1975 BCDC adopted "Special Area Plan No. 1: San Francisco Waterfront" (see paragraph 3.04). BCDC has jurisdiction over shoreline areas, including piers, located within 100 feet of the Bay from the line of highest tidal action. Application for the proposed activity was approved by BCDC on 20 January 1977.

1.11. An application for a Discharge Certification was submitted to the CRWQCB but has been withdrawn contingent on the applicant's concurrence with the conditions given in Document A-5, Appendix A.

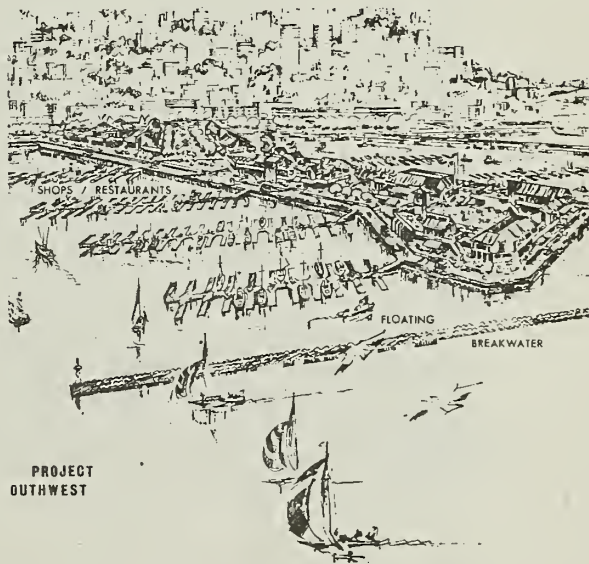
1.12. Project History. The development of this portion of the San Francisco waterfront began in the middle of the nineteenth century. Reclamation started with the construction of the original seawall about 1869, which was later deemed inadequate due to an accumulation of sediment from wave action in San Francisco Bay. This led to the construction in 1880 of the present seawall, built to conform to the general directions of the bay currents. The locations of the shoreline in 1852, the 1869 seawall, and the present seawall are shown in Figure 14, Appendix B.

1.13. Between 1880 and 1920 San Francisco was the leading port in Northern California for both fishing and maritime activities. However, as transportation linkages grew and fishing and cargo-handling techniques improved in other areas of the State, the importance of San Francisco's port facilities declined (Department of the Army, 1976). As ships grew in size the piers along the waterfront became unsuitable for berthing and handling cargo, and the development of containerization further decreased the waterfront's importance.

1.14. At present the piers in the area are underutilized, many being used as warehouses and parking garages, with little actual maritime-oriented uses. The Fisherman's Wharf area is still used for fishing operations, including processing and boat mooring. On 10 September 1976, the Port Commission approved a Development Agreement with the applicant for development of Piers 37, 39, and 41. However, Pier 37 was recently destroyed by fire.

1.15. Project Details. The proposed project would contain the following:

1.16. Development. Pier 37, which was recently destroyed by a fire, would have part of the waterfront park built upon a salvaged section of it. Pier 39 would include a total of 200,000 square feet of new retail commercial development, of which 133,000 square feet would be food service facilities and 67,000 square feet would be small retail shops and other commercial recreation such as theaters, small amusement rides, exhibits, and artisans at work. A portion of Pier 41 would be removed to make room for a fixed breakwater, which would be 1,190 feet long and 40 feet wide (see Document A-8, Appendix A). It would provide for public fishing and walking activities.



PROJECT RENDERING (SEE FIGURE 10, APPENDIX B FOR THE COMPLETE RENDERING)

1.17. All structures, to the greatest extent possible, would be built with wood salvaged from demolition of the structures on Pier 39 to emphasize the maritime character of the site. Because old lumber on Pier 37 was destroyed in a fire, the applicant is currently negotiating with the Port of San Francisco to obtain lumber from other surplus piers.



PROJECT RENDERING (SEE FIGURE 9, APPENDIX B FOR THE COMPLETE DRAWING)

1.18. The restaurants and shops would be a combination of one- and two-story structures, built on two levels. The pedestrian walkway around Pier 39 would be about four feet lower than the present deck level of the pier. A "people mover" system would use the lower level to facilitate the movement of people along the length of the pier.



PROJECT RENDERING (SEE FIGURE 8, APPENDIX B FOR THE COMPLETE DRAWING)

1.19. Public park area and open space. A major component of the project is the waterfront park, which would extend along the bulkhead of the southeastern edge of Pier 37 to the midpoint of Pier 41. The total size of the park would be 4.2 acres. Total open space would be 7.6 acres including the pedestrian walkway around Pier 39.

1.20. Marina. Berthing facilities for approximately 50 sport-fishing boats would be provided to the west of Pier 39, and a small-boat marina for 250 boats would be provided to the east of the pier. Electricity, water, and sanitation facilities would be provided, as well as a bait shop for sportfishermen. Boat slips would be treated wood-frame or other construction with concrete, fiberglass, or plastic flotation and would be stabilized against horizontal movement by concrete or timber piles driven into the bottom. Piles would be placed at about every fourth slip. The main walkways would be equipped with lighting, telephone connections, and small storage lockers. Sewage pump-out facilities would be provided to service the boats' waste-holding tanks.

1.21. Breakwater protection. A solid, fixed 40-foot wide breakwater parallel to Pier 41 would extend bayward about 740 feet and then eastward at a right angle for approximately 450 feet. This partly-permeable breakwater (see Figure 11, Appendix B) would attenuate the deep ocean swell that passes through the Golden Gate. The remainder of the berthing areas would be protected by floating breakwaters designed to attenuate short-period waves generated within San Francisco Bay to a height of one foot or less (ASCE, 1969).

1.22. Parking facilities. A parking garage would be constructed on Seawall Lot 311 with a maximum height of 40 feet which would provide parking for 1,000 cars. Harbor Carriers, Inc. and the Golden Gate Scenic Steamship Lines will be allotted 150 of these spaces, as required by the contract agreement with the Port of San Francisco. The garage would also include an additional 3,500 square feet of commercial, office, and service facilities for management and employees of the project area on the north side of the structure. The use of concrete would be minimized as much as possible by using heavy wooden guardrails. The horizontal slabs would be concrete and the vertical elements would be wood, wherever possible.

1.23. Existing site uses to remain. The Eagle Cafe, the Crow's Nest Cafe, and the Sea Habitat Development are within the project area and are under separate lease to the Port. Upon the termination of the present leases, negotiations for continued occupancy with the applicant would be necessary. It is also possible that the submarine Pompanito, currently being acquired by the San Francisco Maritime Museum, and the oil skimmer Recoverer, operated by the Crowley Interests, would be berthed within the project area, depending on negotiations with the applicant.

1.24. Construction scheduling. The estimated cost of the project is \$29,000,000, which includes the construction of the breakwaters and the park. Construction of the entire project would take from one to two years.

1.25. Compatibility and Interrelationship of the Project with Existing or Proposed Corps or Other Agency Project. The California State Department of Parks and Recreation was granted a permit for maintenance dredging of approximately 9,500 cubic yards in San Francisco Bay at the San Francisco Maritime State Historic Park, Hyde Street Pier (P/N 74-97-116). The purpose of this dredging was to remove the bottom sediment which had accumulated to a depth that prevented the historic ships berthed there from remaining free-floating. The Pier is located several blocks to the west of the proposed project. See Document A-2, Appendix A for details.

1.26. The Corps granted a permit to the Port of San Francisco for maintenance dredging along the San Francisco waterfront from Aquatic Park to India Basin (P/N 74-165-135). Approximately 500,000 cubic yards of material were removed by clamshell dredge. The dredge material was disposed of at the authorized Alcatraz disposal site. See Document A-3, Appendix A for details.

1.27. The Corps recently granted a permit to Harbor carriers, Inc. to construct a passenger landing adjacent to Pier 41 (P/N 10690-48). The structure would be a 750-square foot floating dock attached to three dolphins, each consisting of six treated wood piles. Four additional piles would be driven to support the proposed walkway, which would be connected by a wheeled steel ramp to the floating dock. See Document A-4, Appendix A for details. No provision has been made in the North Point Park/Marina project for accommodating the landing.

1.28. A project to construct a breakwater at Fisherman's Wharf is currently under evaluation by the Corps of Engineers. The project would consist of a concrete sheet pile and baffled structure 1,900 feet long (a 700-foot portion extending north from the Hyde Street Pier and a 1,200-foot portion extending north), enclosing an area of 27 acres between the Hyde Street Pier and Pier 45. A 370-foot concrete pile and baffled breakwater would be attached to Pier 45 at its bayward end. A reinforced concrete cap section with a 10-foot walkway for pier fishing would be provided on top of the breakwater from the Hyde Street Pier. The project would accommodate 345 berths for commercial fishing boats, which would be protected from wave action from ocean swells and local storms by the breakwater.

1.29. The San Francisco Port Commission has applied for a Department of the Army permit to improve the Fisherman's Wharf Harbor in conjunction with the breakwater study being performed by the Corps. The project would be either a one- or two-phase development, involving demolition of the condemned portion of the Hyde Street Pier, construction of a new pier, and refurbishing and constructing 520 boat berths, as well as providing for other harbor support facilities.

1.30. Proposed Fish and Wildlife Mitigation. The applicant has proposed no fish and wildlife mitigation measures for the proposed project.

2.00. ENVIRONMENTAL SETTING WITHOUT THE PROJECT

Physical Environment

2.01. Geology and soils. The ground surface, landward of the bulkhead wall, is essentially level with an elevation of approximately +13 feet mean lower low water (MLLW), similar to the top of the decks of Piers 37, 39, and 41.

2.02. On the landward side of the project area the surficial deposits consist of artificial fill 25 to 35 feet thick. The fill consists mainly of fine- to medium-grained sands, with occasional rock fragments, and rock or rubble fills. The fill material is retained by a rock-fill seawall (Page 36, Appendix B). Underlying the fill material, the sands are dense to very dense and are considered to be part of the Colma Formation and are probably Pleistocene in age (see Figure 15, Appendix B).

2.03. A soft compressible silty clay, known locally as "Bay Mud," lies below the fill material and sea wall and extends bayward. Below the "Bay Mud" boring logs indicate firm soils, consisting primarily of medium dense to dense sandy soils with some interbedded clays.

2.04. Offshore, fill is not present and "Bay Mud" exists down to elevation -33 to -45 feet. Boring logs indicate that the firm soils below recent deposits consist primarily of dense sand and thick clay layers.

2.05. The material overlying bedrock is approximately 70 feet thick and is considered to be composed of Quarternary sediments, made up of clays, silts, and sands. Franciscan bedrock, consisting of graywacke sandstone and shale is located below elevation -100 feet. The bedrock surface is quite irregular.

2.06. Seismicity. The major active faults nearest the site are the northwesterly trending San Andreas and Hayward faults. The San Andreas Fault is approximately 10 miles west of the project site, while the Hayward Fault is approximately 15 miles east of the site. A compilation of earthquake records for the area can be found on page 40, Appendix B.

2.07. Faults considered inactive have also been mapped or inferred west and south of the site; they include the San Bruno, Hillside, and City College faults. No evidence of surface faulting has been reported within several miles of the proposed development.

Oceanography

2.08. Waves. There are primarily two types of waves affecting the project area: long-period ocean swells transmitted through the Golden Gate and short-period wind-generated waves within San Francisco Bay. In addition, occasional boat-wake waves from passing vessels infringe on the area. Also, the area occasionally experiences a tsunami, which can propagate through the Golden Gate and into the Bay.

2.09. The long-period ocean swell, coming from the west, has a period of eight to ten seconds, and varies in height from one-half to three feet. Assuming a depth of 30 feet at the site, these waves are estimated to have a wave length ranging from 225 to 292 feet.

2.10. Short-period wind-generated waves at the site are estimated to range in height from 2.5 to 4.4 feet and have periods ranging from 2.8 to 3.7 seconds. The highest longest-period waves would be generated along the five-mile NNW fetch* for a 40-miles-per-hour wind (the most probable maximum wind velocity from the NNW).

2.11. Waves are continually being generated by large vessels, such as tankers and cargo carriers, traveling at five to six knots (Sorenson, 1967). The highest wave measured during Sorenson's study was 2.6 feet high and occurred 100 feet from a 100-foot tugboat traveling at 12.3 knots.

2.12. Tsunamis are very long period waves caused by underwater disturbances, such as volcanic activity, earthquakes, or landslides. These waves occur irregularly in the Pacific Ocean Basin. The last major tsunami to affect San Francisco Bay was in March 1964, and it caused about \$200,000 worth of damage in the Bay. The maximum height of this wave at the Golden Gate Bridge was 7.4 feet above mean sea level. A 100-year tsunami would have a height of 6.2 feet above mean sea level at the site.

2.13. Tides. Using lower low water datum, the estimated highest water at the site is 8.5 feet and the estimated lowest water is -2.5 feet.

2.14. Currents. Current patterns at the site depend mainly on the ocean tides that control water movement in the central portion of San Francisco Bay. Mass water movement is parallel to the shoreline through the channel between North Point and Alcatraz.

2.15. The maximum flood and ebb current velocities near the project site are approximately 2.1 and 2.7 knots respectively, with the flood water originating from ocean sources outside the bay and ebb waters emanating entirely from the South Bay Region.

* The uninterrupted distance travelled by an ocean wave.

2.16. Sedimentation. Sedimentation rates vary according to current patterns and the presence of obstructions. Estimates provided the applicant indicate that the sedimentation rates within the confines of the project site are one-half to one foot per year, with more rapid deposition near the bulkhead where the current is at a minimum.

Water quality.

2.17. A main factor influencing the quality of water at the project site is its close proximity to the North Point Water Pollution Control Plant sewage outfalls. This plant now provides primary treatment for a daily average dry-weather flow of 65 million gallons (mgd). The dry-weather effluent is discharged through four 48-inch-diameter cast-iron outfalls terminating 800 feet offshore. When rainfall exceeds the rate of 0.1 inch/hour in the North Point drainage district, diversion structures route an untreated mixture of sanitary and storm sewage through wet-weather bypass outfalls that discharge directly into the Bay. The wet-weather discharges occur, on the average, 82 times per year. Under wet-weather conditions the dry-weather outfalls still continue to discharge primary treated sewage up to their maximum total capacity of 67.8 mgd.

2.18. One of the wet-weather bypass outfalls, having a six-foot by seven-foot cross section, extends 20 feet beyond the bulkhead line between Piers 37 and 39, discharging directly into the project site.

2.19. According to analysis of the chemical characteristics of the wastewater effluent discharged through the dry-weather outfalls beneath Piers 33 and 35, the measured five-day biochemical oxygen demand (BOD₅) of the effluent ranged from 46 to 144 milligrams per liter (mg/l) during the first six months of 1975. The minimum acceptable level of BOD concentration in the wastewater effluent has been established at 30 mg/l per month by Federal regulations. The dissolved oxygen (DO) content of the effluent during that same period ranged from 2.7 to 7.5 mg/l (Page 52, Appendix B).

2.20. The minimum acceptable level of DO concentration in receiving waters has been established at 5 mg/l by the Regional Water Quality Control Board. Strong tidal currents, unimpeded by any structures that might create areas of stagnation, flush the nearshore waters with near-saturation ocean water. For this reason, and because of the initial dilution capability of the sewage outfalls, the waters near the project site have satisfactory DO levels on dry-weather days.

2.21. Climate. San Francisco's climate is dominated by the sea breeze characteristic of marine climates. As a result of this steady stream of marine air, there are few extremes of heat or cold. Temperatures exceed 90°F on an average of once a year and drop below freezing less than once a year. The warmest month is September, with an average daily maximum of 69°F; the coldest is January, with an average daily maximum of 56°F.

2.22. Winds in San Francisco are generally from a westerly direction and are present from May to August. During the rainy period, however (October to April), the strongest winds flow from the south, as well as from the west and northwest.

2.23. The project site is located at the extreme north end of the San Francisco Peninsula. Its location immediately downwind of the Golden Gate and the lack of upwind obstructions cause winds at the site to be generally higher than in most areas of San Francisco. Results of wind tunnel tests by the applicant show that the site is relatively exposed to winds off the Bay. Wind speeds were generally moderate to moderately high. Near waterfront structures winds were low but turbulent. Winds between the piers were found to be higher, especially near the water's edge.

Air quality (see Appendix C).

2.24. In 1974, for the City of San Francisco, the oxidant standard was exceeded on four days in October, the carbon monoxide standard was exceeded on two days in January, and the nitrogen dioxide standard was not exceeded.

2.25. Estimates of existing carbon monoxide concentrations have been calculated under adverse meteorological conditions on or near the Embarcadero, the area of heaviest traffic near the site. Estimated concentrations are 6.5 parts per million (ppm) and 1.5 ppm for one- and eight-hour averaging times, respectively. The corresponding Federal ambient air quality standards are 35 and 9 ppm, respectively.

2.26. In order to realize significant, long-term controls over air pollution problems, it is necessary to evaluate an individual project's impact on a region-wide scale and in terms of cumulative effects. The Clean Air Act Amendments of 1970 require that all States submit an Implementation Plan to the U.S. Environmental Protection Agency (EPA), explaining control strategy which will be used to attain and maintain ambient Air Quality Standards. These Implementation Plans are the vehicles for drawing together a region's air quality planning efforts. Elements of the Plans must provide for land use and transportation controls, source monitoring, air quality monitoring, and a procedure for review, prior to construction, of the location of new sources of air pollution. In a revision to the State of California Implementation Plan the State Air Resources Board recommended to EPA that the San Francisco Bay Area be designated as an Air Quality Maintenance Area (AQMA) for particulate matter, oxidants, and sulfur dioxide. For each area designated as an AQMA, a detailed analysis of the area's future air quality will be performed. If this detailed analysis confirms that a national standard will not be maintained through 1985 or attained by 1980, a long-term maintenance plan will be developed. EPA and other air quality-oriented agencies will review the air quality impact of the subject activities in light of these plans. See Appendix C for more details.

2.27. Noise. A noise survey was conducted near the project site to describe the current noise environment and aid in predicting future impacts (page 55, Appendix B). This short-term noise survey was conducted between 1:00 p.m. and 3:30 p.m. on 13 October 1975.

2.28. In addition to short-term noise samples, noise was monitored continuously for a 48-hour period on Beach Street between Powell and Mason Streets. The applicant's analysis of this data shows that the highest noise levels in the project area occur in the late afternoon. Lowest noise levels occur between 2 a.m. and 5 a.m.

2.29. Biological resources. Central San Francisco Bay, where the project would be located, has no terrestrial vegetation and is largely a marine environment. However, there are varying levels and mixtures of brackish and freshwater environments resulting from tidal influences, runoff, and man's activities. Of importance to resident marine fish in the area are tidal transport and exchange, a rich nutrient regime, shelter from the coastal wave action that is typical of oceanic habitats, a required spawning medium, and for some, an adequate water quality.

2.30. Pilings in the Fisherman's Wharf area support littoral organisms dominated by barnacles and rockweed. The lowest part of the littoral zone, the sublittoral fringe, consists of brown algae and bivalves together with copepods, amphipods, isopods, sea squirts, and segmented bristleworms. Crustaceans found on the bottom include bay and ocean shrimps and non-commercial forms such as mysids, amphopods, and branchipods. Mollusks which inhabit the bottom include native oysters and soft-shell clams.

2.31. Among the game and food fish caught from piers in the area are shiner perch, sculpin, rockfish, striped bass, kingfish, jacksmelt, rays, and flatfish. Existing annual angler use of the Municipal Pier, near the project site, has been estimated at about 105,000 angler days (Smith, 13 May 1974).

2.32. The predominant species of birds frequenting piers are gulls and cormorants. Nearshore waters are visited by grebes, surface-feeding ducks such as mallards and pintails, and diving ducks such as white-winged scoters, surf scoters, common scoter, bufflehead, and scaups.

2.33. Endangered and threatened species. The Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.) provides for the conservation of endangered and threatened species of fish, wildlife, and plants. The brown pelican is the only endangered species that might visit the project area and is occasionally seen in this part of San Francisco Bay.

2.34. Visual setting. The waterfront in the project area is characterized by the hard edges of the bulkhead structures forming the entrances to the piers (see pages 60, 61, and 74, Appendix B). As is true with much of San Francisco's waterfront, the city does not merge with its northern waterfront but comes to an abrupt halt short of it. The visual and physical barriers to the waterfront are most dominant adjacent to the piers, along the Embarcadero.

Social Environment

2.35. Public services. The project site lies within the service area of Pacific Gas and Electric Company (PG&E). PG&E supplies natural gas and electricity to customers on Piers 39 and 41, and it previously supplied Pier 37.

2.36. The San Francisco Water Department provides water for the project area. San Francisco derives its water supply from three sources, the largest being O'Shaughnessy Dam in the northern Yosemite area. Three hundred million gallons per day (mgd) are available from this source alone, and an additional maximum 50 mgd can be drawn from surface waters in San Mateo, Santa Clara, and Alameda Counties and underground water in Alameda County. The present consumption rate for the city is 100 mgd.

2.37. The San Francisco Department of Public Works is responsible for wastewater treatment in the City of San Francisco. Three primary treatment plants are currently in operation: the North Point plant, the Southeast plant, and the Richmond-Sunset (west side) plant.

2.38. The North Point plant, located at Bay and Kearny Streets, processes wastewater from the area of the proposed development. This plant treats about 60 percent of San Francisco's dry-weather wastewater. Its capacity is set at 190 mgd and the average flow rates are approximately 60 to 65 mgd. Sewage outfalls are located beneath Piers 33 and 35.

2.39. The North Shore Outfalls Consolidation Plan has been proposed by the City to reduce wet-weather overflows from outfalls in the North Shore area. Current plans call for enlargement of the Southeast plant to a 180 mgd-capacity secondary treatment plant, with the date for completing the design of this plant being set for June 1977. Construction could be assumed to require another two or more years. Upon completion, the Southeast plant would provide treatment for the dry-weather wastewater now treated at the North Point plant.

2.40. The Golden Gate Disposal Company includes the project site in its service area. Solid wastes are taken to the San Francisco transfer station and from there to a sanitary landfill in Mountain View.

2.41. The Mountain View landfill has a life expectancy of about eight years. Golden Gate Disposal is currently collaborating with PG&E on studies of pyrolysis, an energy-recovery system whereby wastes are burned at extremely high temperatures, producing methane. It is possible that by the time the Mountain View landfill has reached its capacity a pyrolysis system will be ready for use in San Francisco.

2.42. Some recycling is currently being conducted by the Golden Gate Disposal Company. Ferrous metals are ground and removed from the refuse at the transfer station and a recycling program for newspapers

and cardboard is also in effect. A program for further processing of ferrous metals has been considered but has been found to be economically infeasible at present.

2.43. The San Francisco Police Department has jurisdiction over the project area. Census Tract 101, which includes the project site, has a general crime rate of 158.8 incidents per thousand persons. The immediate area of the site had 363 incidents requiring police intervention over a 12-month period.

2.44. Fire safety regulations at the Port of San Francisco are promulgated by the Port Commission, with the San Francisco Fire Department serving in an advisory capacity. Fire control is under the jurisdiction of the Fire Department.

2.45. Three engine companies, two truck companies, a hose tender, two chiefs, a rescue squad, and the fireboat Phoenix are available for response to alarms at the site. Response time for the first arriving company is three minutes or less; if the fireboat is required, fifteen to twenty minutes is estimated as travel time. The San Francisco Fire Department also maintains an emergency rescue squad and the Underwater Rescue Unit, which are available as needed at the site.

2.46. In May 1973, the San Francisco Bureau of Fire Prevention inspected Piers 37, 39, and 41. Specific instances of potentially dangerous uses (storage of old vehicles, poor housekeeping, etc.) were noted and recommendations were made for improving structures where fire safety provisions were inadequate.

2.47. It was recommended that the wooden shed on Pier 41 be demolished, and this has been done. Recommendations for Pier 39 included upgrading the buildings and substructure to conform to the specifications of the Fire Department. These specifications outlined the systems and structural provisions necessary for fire protection in the piers and in buildings on the piers and set standards for their construction, which would include an automatic sprinkling system, fire wall separations, and curtain boards or draft stops. An automatic sprinkling system was recommended for Pier 37, along with upgrading of buildings and the pier's substructure. The alternative of razing the pier was suggested; however, no action was taken, and pier 37 has since been destroyed by fire.

2.48. A resolution passed by the Port Commission in October 1973 designated Piers 37 and 39 and four other piers to receive priority consideration for fire safety improvements. No improvements have been made, however, and Pier 39 still needs extensive improvements to insure adequate fire safety.

2.49. Transportation. Primary access from the west and northwest to the project site is over North Point Street via Marina Boulevard or Lombard Street and Van Ness Avenue. From the south, Columbus Avenue is

used as the major access street, while from the east and southeast the Embarcadero is the main access arterial. The Embarcadero, Van Ness Avenue, and Columbus Avenues are the major arterials in the study area with the other streets serving as collectors.

2.50. Peak-hour and 24-hour traffic counts were made on streets near the project site (see Figure 28, Appendix B and Plate 2). These indicate that the critical traffic days are Saturdays and Sundays and that no major traffic problems currently exist near the project site.

2.51. The San Francisco Municipal Railway (Muni) operates three bus routes and two cable car lines in the study area. The Golden Gate Transit District, providing transit service between San Francisco and Marin County, operates buses between the North Point area and the Financial District during commute hours only. The District also operates ferries between the Ferry Building on the Embarcadero and Sausalito. Ferry service to Tiburon and Angel Island is provided by Harbor Tours. See Table 4 for statistics on modes of travel to the waterfront.

2.52. Parking in the northern waterfront area is a problem at peak periods, although during low-visitor hours and non-summer weekdays, parking availability (even on the street) is sufficient. The parking problem in the area appears to be the high cost of off-street parking, which places on-street parking spaces at a premium and increases the traffic congestion by people driving around the area looking for on-street spaces.

2.53. Railroad tracks are located along the Embarcadero serving the piers, along Jefferson Street through the Aquatic Park to the Presidio, and along North Point and Beach Streets. Tracks will be removed by the Port as piers are removed or when they no longer serve maritime use. The Federal Government requires that one set of tracks remain along the Embarcadero and Jefferson Street to serve the Presidio. The Port, the Department of City Planning, and other City agencies are studying various concepts that would use at least one track, and probably two, for a surface rail streetcar line along the Embarcadero to serve Fisherman's Wharf.

2.54. Historical and archeological resources. In compliance with Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470(f)) the most recent listing of the National Register of Historic Places (Federal Register, 10 February 1977 with monthly supplements) has been consulted and determination has been made that a National Register property exists within the proposed project area. In addition to the Balclutha, the Eagle Cafe and the Beaux-Arts styled bulkhead pier fronts of Piers 39 and 41 occur within the project area and appear to meet the National Register criteria of eligibility outlined in 36 C.F.R. Part 60.6.

2.55. An architectural and historical assessment of the cultural resources identified within and immediately adjacent to the subject area was performed by Mr. Randolph Delehanty, representing the Foundation for

San Francisco's Architectural Heritage, in March, 1977. Also in March, the San Francisco Landmarks Preservation Advisory Board held a public meeting at the request of the Corps and rendered an opinion of National Register eligibility for the Eagle Cafe. The information furnished by Mr. Delehanty (see Document A-6, Appendix A) and the Landmarks Preservation Advisory board (see Document A-9, Appendix A) have been submitted to the State Historic Preservation Officer in support of a determination of National Register eligibility for the aforementioned resources.

2.56. No prehistoric terrestrial or submerged cultural resources are known to exist within or immediately adjacent to the proposed project area. Base maps on file at the California Archaeological Survey in Sacramento have been consulted. The proposed activity will not affect terrestrial formations behind the existing seawall. The major area of impact will occur on the bay-side of the seawall in an area subject to regular maintenance dredging and siltation. The major impact of the project will be on Holocene sediments classed as Younger Bay Mud which have accumulated recently. The likelihood that cultural resources may exist within this context, in possession of sufficient integrity and research potential to be classed as significant, is considered extremely remote.

2.57. The Eagle Cafe, located at 2566 Powell Street, was built to serve as the ticket office and passenger waiting room of the McCormick Steamship Company in 1911. It was originally located across the Embarcadero on the edge of the wharf between Powell and Mason Streets. The structure was relocated to its present location in 1914. Although the steamship office is described in literature as having an operable restaurant on the premises at the time of relocation, the exact date the facility ceased to function as a ticket office and waiting room, commencing to function primarily as the Eagle Cafe, is unknown. As the Eagle Cafe, it served, and continues to serve, the function of a maritime workers' waterfront cafe, remaining as a unique, little-changed survivor of an era when waterfront cafes were more prevalent institutions in San Francisco.

2.58. Piers 39 and 41 were constructed in 1913 and 1914, respectively, as elements of the post-1910 reconstruction master plan entitled: San Francisco Harbor, Its Commerce and Docks with a Complete Plan for Development. Designed by Luther Wagoner, a San Francisco Engineer, it was executed in anticipation of expanded maritime traffic to San Francisco as a result of the completion of the Panama Canal (Delehanty, 1977). This plan guided waterfront development from around 1910 through the 1930's, resulting in the construction of uniform and utilitarian pier and shed structures along The Embarcadero. The aforementioned master plan detailed the division of The Embarcadero into two distinct stylistic zones: the exteriors of the wood-frame, cement and plaster bulkhead buildings north of the Ferry Building were to be representative of the Neo-classical or Beaux-Arts architectural style, while the pier fronts south of the Ferry Building were to be representative of the Mission Period or Mediterranean architectural style (Delehanty, 1977). While

the execution of the bulkhead structures was sporadic, spanning almost two decades, the pier fronts of Piers 39 and 41 nevertheless represent two examples of the broader architectural expression designed for The Embarcadero, embodied in Piers 1, 3, 5, 9, 15, 19, 23, 29, 31, 33, and 35, and having an obvious identifiable architectural relationship to the other facades of this tradition.

2.59. The San Francisco District, Corps of Engineers, has requested a formal opinion of concurrence from the State Historic Preservation Officer for a determination of National Register eligibility for the Eagle Cafe and the bulkhead facades of Piers 1, 3, 5, 9, 15, 19, 23, 29, 31, 33, 35, 39, and 41 as a historic architectural district (distinct from the Eagle Cafe).

2.60. Economic Environment. Existing facilities in the project area, including restaurants and shops, cover 472,000 square feet and are grouped into four areas: Fisherman's Wharf area (four blocks bordered by Jefferson, Powell, Beach, and Leavenworth Streets), The Cannery, and Ghirardelli Square.

2.61. In the Fisherman's Wharf area, a dozen restaurants generate nearly \$20 million in annual sales, for an average of \$286 per square foot, based on 70,000 square feet. This figure makes this area the most successful restaurant complex in the state. Shops in this area are limited to relatively small souvenir shops, some of which are parts of restaurants.

2.62. Across Jefferson Street from the Fisherman's Wharf area are a number of major restaurants which take advantage of the drawing potential of the Wharf and a number of shops selling small gift items, offering a wide variety of merchandise. The estimated total commercial space in this area is 120,000 square feet, of which slightly more than half is composed of restaurants.

2.63. The Cannery provides a more extensive selection of merchandise, generally higher priced than would be found at Fisherman's Wharf and its surrounding area. Estimated sales at The Cannery totaled \$9.5 million for merchandise in 1974 and \$5.4 million for restaurants during that year. On the basis of 34,000 square feet, these sales totals constitute an average rate of \$180 per square foot for shops and \$160 per square foot for restaurants.

2.64. Ghirardelli Square offers one of the most complete selections of specialty merchandise found in this type of center. With 100,000 square feet of merchandising space, its shops generated approximately \$13.6 million in sales during 1974 or \$136 per square foot. Its 12 restaurants (with a total of 60,000 square feet of space) grossed approximately \$9.7 million during the same year or \$162 per square foot.

2.65. The combined impact in 1974 of these four areas was estimated to be well over \$40 million in gross annual restaurant sales and more than \$25 million in specialty merchandise sales. This restaurant volume represents approximately 20 percent of the restaurant sales experienced in the entire City and County of San Francisco. Specialty merchandise sold in the area represents approximately 12 percent of the City and County total volume.

2.66. The mean waitress/waiter wage in San Francisco as of July 1973 was \$1.22 per hour, or \$2,600 per year, plus tips, while the mean salary for retail clerks was \$142 per week as of September 1973, or \$7,380 per year. Managerial salaries were approximately \$2,090 per month, or \$25,000 per year. Wage and salary levels could be expected to be comparable in the Fisherman's Wharf area.

2.67. Commercial fishing activities in the Fisherman's Wharf area have been on the decline for a number of years, due to the effects of wave damage. In 1973, 8,900,000 pounds of fish were processed, compared to 13,500,000 pounds in 1963. The number of fishing equipment supply and repair shops has also declined with a corresponding drop in employment. The unemployment rate for the San Francisco-Oakland area was 7.6 percent in 1973 and 11 percent in 1975, a level reflecting the current economic condition (California State Department of Employment Development, April 1976).

3.00. RELATIONSHIP OF THE PROPOSED ACTION TO LAND USE PLANS

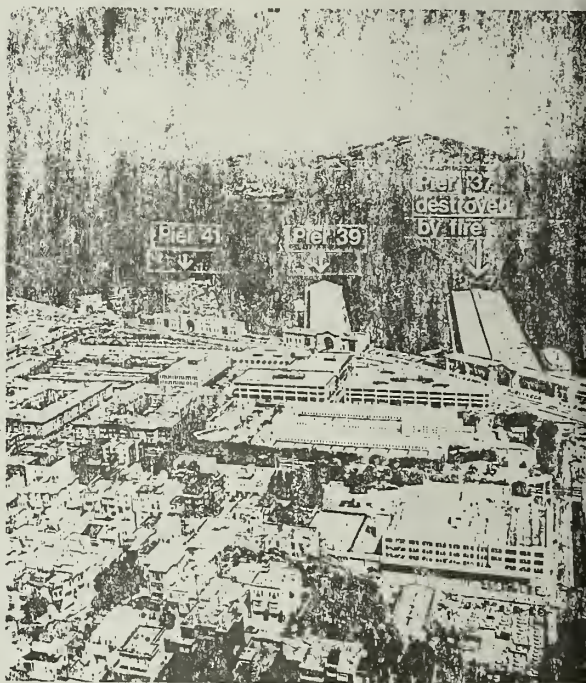
3.01. Current Land Use. Current uses around the proposed project area include maritime (piers south of Pier 37), retail and entertainment (area to the northwest), and office space and general commercial activities (land to the south-east). Pier 37, which recently burned, had been used for storage, with some parking and office space. The San Francisco Bay Conservation and Development Commission has authorized completion of demolition of the pier and its bulkhead wharf area. Pier 39 is used for office space and storage, with some maritime activity. Pier 41 housed a structure that has been dismantled; it is temporarily serving as a storage and sales area for the materials from this operation. The pier is to be used for a youth program yet to be inaugurated. Ferries, tugs, and water taxis are moored on an interim basis at Piers 39 and 41.

3.02. The project site covers two zone districts. The piers are zoned P (Public Use) while the adjacent areas are zoned C-2 (Community Business) in accordance with the San Francisco City Planning Code. The small-boat marina and the size and configuration of the project conflict with current zoning, which would require reclassification for the proposed development. This is being done since approval of the project by the City Planning Commission.

3.03. The Association of Bay Area Governments (ABAG). The ABAG Regional Plan designates the proposed development site as "predominantly residential." The area to the west at Fisherman's wharf is designated "permanent open space." The plan recommends that all development maintain and enhance natural environmental qualities of the Bay region. The plan especially stresses protection of the water areas in the Bay region (ABAG, 1970).



SITE VIEW FROM NORTH (FIGURE 19, APPENDIX B)

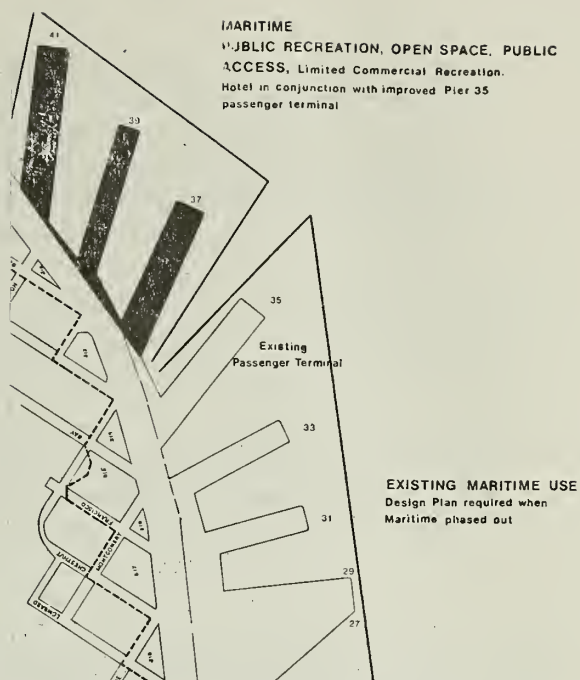


SITE VIEW FROM SOUTH (FIGURE 20, APPENDIX B)

3.04. San Francisco Bay Conservation and Development Commission (BCDC). A Waterfront Advisory Committee was appointed in 1973, and it submitted a recommended Special Area Plan for the San Francisco waterfront to BCDC in December 1974. This recommended plan formed the basis for the "Special Area Plan No. 1: San Francisco Waterfront," adopted by BCDC as a Bay Plan amendment. The proposed activity is generally consistent with the Special Area Plan, which lists the following as permitted uses:

- a. Maritime
- b. Public recreation
- c. Open space
- d. Public access
- e. Limited commercial recreation

f. A hotel built in conjunction with a new passenger terminal on Pier 35.



LAND USE PLAN (SEE FIGURE 21, APPENDIX B FOR COMPLETE LAND USE PLAN MAP)

The Special Area Plan was amended on 20 January 1977 to include a marina as a permitted use. See Plate 4 (not updated) for the area designation and paragraph 1.10.

3.05. Northeastern Waterfront Plan. The Northeastern Waterfront Plan has development guidelines for the proposed project site, with the area of Piers 37, 39, and 41 being shown as public open space. North Point Park, according to the plan, is to be a major shoreline park with maximum public access to the water, and the marina is consistent with the present plan. The City Planning Department approved the Plan, having superseded the Northern Waterfront Plan on 6 January 1977.

3.06. Port of San Francisco. Under the Port's "Master Plan" the project area is designated for non-maritime development. The Port has already approved a Development Agreement with the applicant for development of the area.

3.07. Summary. Of the four plans concerned with the area, the proposed project is generally in agreement with them. The project would add commercial, recreational, and non-maritime facilities on the San Francisco waterfront for public use.

4.00. THE PROBABLE IMPACTS OF THE PROPOSED ACTION ON THE ENVIRONMENT

Physical Environment

4.01. Seismic impacts. The proposed project would be subjected to future seismic activity centered on the major nearby active faults, primarily the San Andreas and Hayward. The Community Safety Element of the San Francisco Comprehensive Plan indicates that the landward portion of the site, an area underlain by manmade fill, could be subjected to liquefaction, subsidence, and ground shaking during future earthquakes.

4.02. The piers within the project site were constructed in 1908-1909 and were designed with a load capacity of 500 pounds per square foot. The proposed structure is expected to have a load factor of 200 pounds per square foot, or less than 50 percent of design capacity.

Oceanographic impacts

4.03. Waves. Under normal conditions waves would not have an adverse effect on the proposed project due to the location, design, and height of the proposed breakwaters. A 100-year frequency tsunami runup at the project site would be 6.2 feet above mean sea level (or 9.2 feet above mean lower low water) and a 500-year runup would be 11.2 feet above mean sea level (or 14.2 feet above mean lower low water) (U.S. Department of the Army, November 1975). Using mean lower low water datum the pier tops are +14 feet and the ground surface is +13 feet; this indicates that the site would not be adversely impacted by a 100-year tsunami, but a 500-year tsunami would affect the area.

4.04. Currents. The overall effects produced by construction of the breakwaters at the project site would be to reduce the velocity of both ebb and flood currents in the nearby water shoreward of the pierhead line and to create low-velocity (less than one knot) gyres in these same areas.

4.05. Sediments. The changes in current patterns caused by the construction of breakwaters would alter sediment deposition at the project site. Sedimentation would probably occur at a greater rate than at present in areas where water velocity is reduced. The increased sedimentation rates would probably be confined to the areas between Piers 41 and 39 and Piers 41 and 43. At an assumed increased sedimentation rate of 1.5 feet per year, maintenance dredging would probably be required ten years after completion of the breakwaters.

4.06. Water quality impacts. Flushing times for the project site would be increased by about 4.3 hours for the flood tide and 2.4 hours for the ebb tide. Effluent from the Beach Street wet-weather outfall will discharge floatable material, a portion of which would travel into the berthing area on an ebb current with some being left on the boats and boat slips at the water line.

4.07. During dry-weather peak-effluent conditions there would be a dissolved oxygen (DO) depletion of approximately 0.4 mg/l, and during wet-weather 5-year storm conditions there would be an approximate 1.1 mg/l DO depletion. However, the DO concentration depletion in either situation is not expected to be below the minimum acceptable DO concentration limit established by the Regional Water Quality Control Board (see Table 6). See Document A-7, Appendix A, for oil waste impacts from the marina.

4.08. Microclimate impacts. The project would decrease winds on the Embarcadero. The low-rise nature of the project buildings and their orientation with respect to prevailing winds would result in low wind speeds on Pier 39, except at its outer end and between some buildings.

4.09. Air quality impacts (page 87ff, Appendix B). Suspended particulate matter would increase downwind of the site during construction. The potential for windblown dust problems is relatively high because winds in the area are generally the highest in San Francisco due to the lack of upwind (westerly) obstructions.

4.10. Stationary sources of air pollutants within the project include space heaters and exhaust equipment from restaurant kitchens, which would emit mainly hydrocarbons and particulate matter. This type of equipment is exempt from the permit regulations of the Bay Area Air Pollution Control District.

4.11. The source of most pollutants associated with the proposed project would be project-generated automobile traffic. The traffic would affect both local and regional air quality.

4.12. Local effects. The most common air quality problem locally is carbon monoxide (CO). Results of a study undertaken by the applicant (page 88, Appendix B) indicate that the project would increase the one-hour average concentration of CO on the Embarcadero by 36.5% and the 8-hour average concentration by 37.5% above 1975 levels. On Beach Street the 1-hour average concentration would be increased by 38.5% and the 8-hour concentration increased by 66.7% above 1975 levels. Levels at the Jefferson and Taylor Streets intersection would be expected to be higher. However, the Federal ambient air quality standards would not be exceeded.

4.13. Another consideration is carbon monoxide concentrations within and near the parking structure at the intersection of Beach and Powell Streets. There is currently insufficient information on design or use patterns to estimate garage pollutant levels.

4.14. Regional effects. The daily projected emissions, together with estimated future regional (nine-county Bay Area) emissions, are found on page 8a, Appendix B. See Appendix C for more details.

4.15. Noise impacts. Construction phases of the project would temporarily increase the ambient noise level in areas adjacent to the site. Demolition of the structure on Pier 39 and pile driving for the addition to Pier 39 are likely to be the noisiest construction procedures. Peak noise levels occurring during operation of a diesel pile driver are generally between 100 and 107 dBA* measured at a distance of 40 feet, or about 93 to 100 dBA at 100 feet.

4.16. Completion of the project would increase noise levels throughout the surrounding neighborhood by generating traffic, changing existing traffic patterns, and implementing an internal transit system. Based on a 3-dBA increase in noise per doubling of traffic volume, these increases would be on the order of 1 decibel or less. An increase of 1 dBA is not perceived as a difference by the human ear.

4.17. On Powell and Stockton Streets, noise levels would be increased by about 2 decibels. Noise would increase by 1 decibel or less on Beach Street, North Point Street, and the Embarcadero.

4.18. Stationary noise sources associated with the project would include ventilation equipment, fans, air conditioners, and other electrical equipment. Human activity and voices would increase noise levels in and near the project area. Vehicles serving the project would increase noise levels on Pier 39 and in the surrounding neighborhood, even though the number of vehicles would be small.

4.19. Biological impacts. Construction of the breakwaters and marinas would cause a loss of some bottom (benthic) habitat, temporary disturbance of adjacent bottom communities, and temporary increased turbidity in the water column. The loss of bottom habitat would be partially compensated for by the permanent removal of Pier 37 and the eastern half of Pier 41. The attached communities would be destroyed with removal of existing pilings, but the new marine structure would become populated with similar organisms.

4.20. Birds would be displaced from the immediate construction zones during construction periods but would be expected to use these areas again with cessation of construction. Increased sedimentation and maintenance dredging would affect marine organisms, particularly filter feeders such as mollusks.

* Decibel (dB): A logarithmic unit of sound pressure which indicates the ratio between two powers. A ratio of 10 corresponds to a difference of 10 dB. dBA is a generally accepted unit of loudness corrected for the variation in response of the typical human ear at commonly encountered noise levels.

4.21. Endangered and threatened species. The only known endangered species that may visit the project area is the brown pelican. Adverse impacts on the pelican, due to the proposed project, would be disturbance by marina activities and pier fishermen.

4.22. Visual impacts. The proposed parking structure would not provide visual interest at ground level for pedestrians. There would be an expanded view of the bay due to removal of the two pier fronts (Pier 39 and 41), and a 5.5 acre park would replace the existing railroad yard and part of the Embarcadero now occupied by the landward portion of the project area.

4.23. Growth-inducing impacts. The North Point Park/Marina could induce growth in the economy by generating employment, increasing consumer expenditures and the amount of money imported to San Francisco, and creating added public revenues from lease income and tax receipts. The expenditures resulting from construction and permanent employment would create secondary employment within the local economy. As income is spent and re-spent within the regional economy, a multiplier effect takes place in which the actual amount of income generated in the economy is greater than the initial income accruing to the region. Such a multiplier effect would stimulate growth in other sectors of the local economy. Because the development would cater to a large number of tourists, it would be a source of growth for San Francisco by bringing money into the local economy.

4.24. Although the project could have a potential long-term growth effect on sales volumes of existing facilities in the northern waterfront area, it would be expected to retard the growth of similar uses temporarily until all the restaurant and retail space could be absorbed. The construction of a marina would probably induce growth in boat-oriented businesses.

Social Environment

4.25. Public service impacts. The natural gas consumption of the project is estimated at $2,100 \times 10^5$ British thermal units (BTU) per day, or 1,050 BTU/sq. ft./day (see Figure 26, Appendix B). Most of the natural gas consumed on the project site would be used in the restaurant kitchens for cooking and hot water.

4.26. Any increase in demand on the firm natural gas supply in California increases the duration of service loss to interruptible customers.* By 1978 firm customers are expected to receive 100 percent of

* Interruptible customer: One whose natural gas consumption exceeds 200,000 BTU per day; all such customers have an agreement with PG&E that their gas can be shut off on one day's notice. Interruptible customers must have a supply of fuel oil and equipment that can be switched from gas to fuel oil.

their demand, while interruptible customers will receive approximately one-third of that. As firm demands increase, the latter portion will decline. Decreases in the interruptible natural gas supply will increase the demand for petroleum products and the incentives for energy conservation. The estimated gas consumption for this project is equivalent to 9,430 barrels of crude oil annually that could be consumed by interruptible customers.

4.27. It is expected that by 1983 firm natural gas customers in California will receive over three-fourths of their demand, and although firm requirements are expected to be met in northern California, the available supply will be low. The Public Utilities Commission anticipates that curtailment of gas supply to firm customers at the peak day will begin in the winter of 1980-1981. Based on these projections, the proposed project may not be able to obtain all of the gas it requires after 1980.

4.28. PG&E would supply electricity to the project through underground cables. The project's electrical consumption is estimated at 631,000 kilowatt hours (kwh) per month, or 3.15 kwh/sq. ft./month. Consumption is expected to reach a maximum during the summer because of air-conditioning loads. Figure 28, Appendix B compares project and city electrical consumption.

4.29. The proposed project would consume about 149,000 gallons of water per day or 0.15 million gallons per day (mgd), and additional water would be needed for landscaping with the quantity depending on the types of vegetation and the amount of landscaping included. San Francisco currently has available about 250 mgd of water above its present consumption. Installing or expanding connections for the site to the main beneath the Embarcadero would require some street excavation and associated repair. Except for the cost of the meter, the developer would bear financial responsibility for these operations.

4.30. The development would generate about 149,000 gallons per day (0.15 mgd) of wastewater, and wastewater generated by the project would be less than 0.08 percent of the North Point plant's capacity of 190 mgd. Plans are to convert it to a wet-weather facility and to transfer dry-weather wastewater loads to an expanded southeast plant. The Department of Public Works has indicated that the proposed project could be adequately served. The ban on new sewer connections imposed recently by the Regional Water Quality Control Board would delay construction of the project unless it is lifted by the time a building permit application is submitted.

4.31. The proposed project would generate about 2,040 pounds per day of solid waste, or about 370 tons per year. Solid wastes have a cumulative impact over a period of years since, unless they are pyrolyzed, they remain physically present for some time after they are produced. Given a five-percent-per-year increase in solid-waste

generation (based on the high estimate of Golden Gate Disposal), over a period of ten years the project would generate a total of 4,654 tons.

4.32. The proposed project could affect the services provided by the San Francisco Police Department in two areas: reported incidents requiring police intervention and traffic control. Using the current rate of 158.8 incidents per thousand resident population in Census Tract 101, within which the project is located, the increase in transient or visitor population due to the project could result in a maximum increase of about 120 to 135 reported incidents per year.

4.33. The San Francisco Police Department estimates its costs by dividing the total annual budget by the number of incidents handled in one year, resulting in a current figure of about \$625 per incident. Using this figure, the project would be assumed to necessitate an annual increase in police services costing about \$108,000 per year.

4.34. The San Francisco Fire Department has indicated that, providing all applicable codes and regulations are met, construction of the project should not affect the Department. Because of the autonomy of the Port, the normal procedure is for each project to undergo individual review by the Port Fire Marshall, who specifies protection requirements. Any building used for public assembly, however, is subject to the jurisdiction of the City Fire Department under Title 19 of the California Administrative Code. Requirements for protection include:

- a. Five 3" gated outlets accessible to fire equipment with 250-gallon-per-minute capacity above the fire sprinkler requirements, and
- b. Four drafting positions where equipment can be lowered into the Bay for pumping.

4.35. Special hazards are sometimes associated with public use of areas adjacent to bodies of water. Concerning the extent of such considerations, the amount of added service required of the Fire Department by reason of opening the piers to the public is purely speculative and no records of any effect on past innovations, such as the Maritime Exhibit at the foot of Hyde Street or the Balclutha Exhibit, are available.

4.36. Transportation impacts. Table 5 shows the expected increase in the number of vehicles and transit riders to the northern waterfront area generated by the proposed project on a summer day. Existing traffic counts along streets in the project area are provided in Plate 2.

4.37. Plate 3 shows the 1985 hourly traffic volumes estimated on the basis of existing traffic data and an average one percent annual increase. The percentage increase over 1985 volumes expected to be generated by the project is also shown.

4.38. Table 10, Appendix B shows capacities of the principal streets affected, present peak-hour traffic and its percent of capacity, and additional traffic generated by the proposed project and its percent of capacity. It is also assumed that Beach Street would continue as a two-way street. Generally, the traffic impact of the proposed project would be exerted primarily at the peak visitor periods, when pedestrian densities are high and street capacities are approached.

4.39. If the Embarcadero remained open upon implementation of the project, it can be estimated that about half of the 233 additional peak-hour vehicles that would be generated on Beach Street if the Embarcadero were closed would be added to the Beach Street traffic. The other half, i.e. 117 vehicles per direction per hour, would be added on the Embarcadero, or 51 percent of capacity.

4.40. The 1985 hourly volumes on Beach Street would thus increase from about 100 westbound vehicles to about 220, an increase of about 120 percent to about 43 percent of the street's capacity. In the eastbound direction, hourly traffic would increase from 300 vehicles to 420, about 82 percent of capacity.

4.41. On the Embarcadero, which has a capacity of 1,500 in each direction at this location, hourly traffic would increase from about 880 westbound vehicles to about 1,000 (67 percent of capacity) and from about 420 eastbound vehicles to about 520 (35 percent of capacity). These traffic increases are moderate and their impact would be felt only at peak visitor hours, when pedestrian densities would be high.

4.42. If the Embarcadero were narrowed to two lanes westbound, the eastbound traffic would be diverted onto Beach Street. The impact in terms of additional vehicle volumes on Beach Street would be about half the impact if the Embarcadero were fully closed. Two lanes eastbound on Beach Street would probably be required.

4.43. Leaving the Embarcadero open would reduce the traffic impact on Beach Street and would not require widening it to four traffic lanes. Many people who would park their cars in the proposed garage would have to cross the Embarcadero to get to the piers. A covered wooden pedestrian bridge connecting the garage to the commercial/recreational area on Pier 39 is planned to mitigate conflicts between vehicle flow on the Embarcadero and pedestrian crossings. Such a bridge would not be consistent with the City's urban design policies.

4.44. Ridership would increase on the transit routes as a result of the increased travel generation, and this would increase the fare box revenues. Assuming the least favorable modal split* levels, the additional transit trips would amount to 11,100 on an average Friday and 7,000 on an average Saturday. Total revenues would not increase if the increased transit ridership were to necessitate additional transit service. This might be the case for the Mason-Taylor cable car, especially if it were extended to the Wharf area itself.

4.45. The highest parking need would be on Friday afternoons from noon to 3:00 p.m. Parking needs would range from 750 to 1,180 spaces (including the 150 spaces for Harbor Carriers, Inc.)**, assuming a moderately-improved level of transit service. Most of the parking need would be generated by the restaurants.

4.46. One thousand parking spaces are proposed for the project. Subtracting the 150 spaces reserved for Harbor Carriers, 850 spaces would be available to satisfy the additional demand generated by the proposed project. This would be at the lower end of the projected demand for the Friday peak period. If actual demand approximated the upper estimate, a shortage of 330 spaces would result; a surplus of 100 spaces would exist if demand approximated the low estimate of 750 spaces.

4.47. Some of the excess demand could be absorbed by parking facilities in the eastern part of the Fisherman's Wharf area, especially on weekdays. Making it more difficult to park close to the project at peak periods, by increasing the general parking shortage at those periods, would induce more drivers to use other modes of transportation in the long term.

4.48. Historical and Archeological resource impacts. In compliance with Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470 (f)) and Executive Order 11593, 13 May 1971, "Protection and Enhancement of the Cultural Environment" (36 F.R. 8921, 16 U.S.C. 470), the most recent listing of the National Register of Historic Places (Federal Register, February 1977 with monthly supplements) has been consulted and determination has been made that one National Register property, the schooner Balclutha, will be indirectly impacted by the proposed undertaking. The schooner will remain berthed at Pier 43 and will not be directly impacted by the project. Indirect impacts in the form of enhanced public utilization as a result of the project are anticipated to be minimally adverse. The Corps is presently in coordination with the State Historic Preservation Officer regarding a determination of National Register eligibility for the Eagle Cafe, located within the project area, and the bulkhead pier fronts of Piers 1, 3, 5, 9, 15, 19,

* Modal split: Percentage of the total number of trips made by each mode of conveyance.

** The developer is required through his contract with the Port Commission to provide 150 spaces to Harbor Carriers, Inc.

23, 29, 31, 33, 35, 39, and 41 as a historic architectural district on the basis of the Neo-classical or Beaux-Arts styled facades. Of this series, only Piers 39 and 41 occur within the project area and will be directly impacted by the proposed activity. It follows that the direct impact of two of the elements of the series of pier fronts will also indirectly impact the series as a whole. Should the State Historic Preservation Officer concur with our determination of National Register eligibility for the Eagle Cafe and the aforementioned pier fronts, the Secretary of the Interior will be notified. Coordination will then be initiated with the Advisory Council on Historic Preservation to develop a memorandum of agreement to address the issue of the most reasonable and prudent means of mitigating the potential adverse impacts of the proposed undertaking on the cultural resources identified within and immediately adjacent to the subject area determined to be eligible for inclusion in the National Register. These resources would include the schooner Balclutha, the pier fronts, and the Eagle Cafe. No known pre-historic cultural resources would be impacted either directly or indirectly by the proposed project.

Economic Environment

4.49. Regional and local demand for restaurant and retail space impacts. Recent estimates show that there are currently about 20,000,000 square feet of retail space (which includes eating and drinking establishments) in San Francisco. Projections of future increases in retail space for the city indicate a net increase of 726,000 square feet by 1985, of which 55 percent would take place in major commercial areas of the city (see Table 1).

4.50. The proposed project, with 200,000 square feet, would fall within the projections for the year 2000, but would exceed the projections for 1985 by more than 136,000 square feet. This indicates that it would consume most of the expected increase in retail space for the northern waterfront area and that, in the short term, the project would provide more retail space than projected demand. This could have a short-term retarding impact on the growth of existing commercial establishments in the Fisherman's Wharf area, since the area would be overbuilt until growth in demand overtook supply. A report by Williams-Kuebelbeck and Associates projected an increase in restaurant sales of \$9.7 million from 1974 to 1985 for the Fisherman's Wharf area, based on total annual sales in San Francisco of \$221 million in 1985 and assuming that 50 percent of future increases would take place in the Fisherman's Wharf area. Assuming that the new restaurants would generate about \$100 of annual sales per square foot, 97,000 square feet of new restaurant space could be supported by the projected increase in demand of \$9.7 million. The study concludes that additional facilities would create a shift in demand from other areas of San Francisco and that such a shift would account for absorption of the remaining 36,000 square feet of restaurant space proposed in the project.

4.51. Based on the data for the increase in restaurant demand, the 133,000 square feet of restaurant space proposed for the development would capture about \$13.3 million of the total expected growth in restaurant sales in San Francisco of \$19.4 million between 1974 and 1985, which is almost 70 percent of the total (Williams-Kuebelbeck and Associates, Inc., 1976).

4.52. The Port of San Francisco records for the years 1965-1975 show that major Wharf restaurants as a group experienced an increase in total sales of 109 percent, or an average of nearly 11 percent annually. Accounting for inflation, these restaurants probably averaged five to six percent annually. During 1974 restaurants in the Fisherman's Wharf area grossed \$40 million in sales, for an average of \$154 per square foot (based on 260,000 square feet), considerably higher than the \$100 per square foot standard for profitable operation.

4.53. Assuming that the 133,000 square feet of project restaurants were to have average sales of \$100 per square foot, total annual gross sales would be \$53.3 million on 393,000 square feet of space, for an average of \$136 per square foot based on 1974 figures.

4.54. According to the Williams-Kuebelbeck report, the 67,000 square feet of specialty retail space proposed in the development could be absorbed with less than 20 percent penetration of net new demand through 1985.

4.55. By increasing restaurant and retail spaces along the northern waterfront, the proposed project would have short-term impacts on related activities in the area and the city as a whole in terms of increased competition, especially on restaurant operations. Surplus restaurant space may be created in the short term and may require some time to be absorbed and to provide sufficient business for all operations.

4.56. Demand for sport-fishing berths impacts. There are now about 28 sport-fishing boats in San Francisco, and the number of sport-fishing boats moored in San Francisco has been steadily decreasing due to inadequate facilities.

4.57. Plans by the U.S. Army Corps of Engineers for improving Fisherman's Wharf include the provision of space for sport-fishing boats. The availability of berths at the proposed development could attract boats now located in other cities, provided that competitive rates were charged. Berthing facilities at Fisherman's Wharf and North Point could reduce the demand for berthing spaces in other cities, such as Brisbane (proposed marina), Emeryville, and Sausalito.

4.58. Demand for a small-boat marina impacts. There are about 700 berths at the San Francisco Marina, with a waiting list of about 900 as of September 1975 (Williams-Kuebelbeck and Associates, Inc., 1976). An

informal survey of other marina facilities in the area indicated an unmet need for small pleasure-boat docking space. The Oakland Marina has about 800 berths and any vacancies are filled immediately, while the Alameda Marina has a waiting list of 100. The Point San Pablo Yacht Harbor and the Berkeley Marina are also full; in the latter, small boats wait for berthing space for an average of about a year.

4.59. Employment impacts. An estimated \$29 million would be spent on construction of the project. Assuming about 45 percent of the construction cost for labor, \$9 million would be paid in construction salaries. At an hourly wage of \$9.61, about 937,000 person-hours, or 488 person-years, of work would be generated.

4.60. Employment figures for the proposed restaurants are based on 133,000 square feet of space. At one employee per 150 square feet of restaurant development, about 890 jobs would be created. Development of 66,700 square feet of retail shops and entertainment facilities would create an additional 133 jobs at one employee per 500 square feet. An estimated 25 management and maintenance jobs are also expected to be created by the project. The 50 sport-fishing boats that could be berthed in the marina, at two persons per boat, could employ an additional 100, although some of these may be jobs relocated from elsewhere (see Table 2).

4.61. Revenue impacts. Revenues generated by the North Point Park/Marina (1975 tax rates) to the City and County of San Francisco would come from several sources (see Table 3):

a. Sales tax-	1% of gross sales (State of California Department of Taxes)
b. Employees' payroll tax-	1.1% of employee payroll (San Francisco Tax Collector)
c. Parking tax-	9.1% of gross parking receipts or 10% of net receipts (San Francisco Parking Authority)
d. Utilities tax-	5% of utility costs (San Francisco Public Utilities Commission)
e. Personal property tax-	Assessed value x 25% x tax rate <u>OR</u> \$11.50/\$100 appraised value (San Francisco Assessor's Office)
f. Possessory interest tax-	Assessed value x 25% x tax rate <u>OR</u> \$11.50/\$100 appraised value (San Francisco Assessor's Office)

5.00. ANY PROBABLE ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED

5.01. Seismic Activity. Typical of the Bay Area, seismic activity could do possible damage to the proposed project. Since the onshore portions of the development would be constructed on fill, they would be particularly susceptible to damage.

5.02. Sedimentation. Changes to existing current patterns caused by the construction of breakwaters would probably cause increased sedimentation within the project site. This would probably be confined to the areas between Piers 41 and 39 and Piers 41 and 43.

5.03. Water Quality. Unslightly floatable debris from the Beach Street wet-weather outfall and small craft using the marina would be temporarily trapped in the marinas.

5.04. Air Quality. Increased traffic in the area would cause increases in local concentrations of carbon monoxide. Projected levels of carbon monoxide concentrations would be below present Federal air quality standards.

5.05. Biological Resources. To the extent that the project increased the sedimentation rate in the immediate area, resulting in a subsequent need for maintenance dredging, it would increase the potential for disturbance of the aquatic environment. Primarily affected would be the benthic, or bottom-living, communities removed in the dredging process.

5.06. Community Services. The project would increase the demand for City services (including police and fire protection, solid waste collection, and wastewater treatment) and exert a demand on the supply of natural gas and electrical energy.

5.07. Transportation. Traffic generated by the proposed project, in conjunction with increased pedestrian activity, would add to the congestion of streets and intersections in the area. This congestion would also hamper the movement of transit and emergency vehicles. The demand for parking near the northern waterfront would increase.

5.08. Economics. Business attracted to the proposed project would probably represent a volume loss to nearby Fisherman's Wharf merchants until a predicted project-induced increase in total area volume took place.

6.00. ALTERNATIVES TO THE PROPOSED ACTION

6.01. Alternatives Available. The two alternatives available to the Corps on the permit application from Waterfront Recreation Facilities, Inc. are to grant or to deny the permit. The impacts from granting the permit are discussed in other sections of this statement.

6.02. Permit Denial. If the North Point Park/Marina were not built, present site uses would be retained, at least temporarily. Piers 39 and 41 and Seawall Lots 311 and 312 would remain unchanged, with the possible exception of the western half of Pier 41 in connection with improvement plans for that area by Harbor Carriers, Inc.

6.03. With this alternative, none of the impacts associated with the proposed project would be exerted on the northern waterfront area. There are currently no competing development plans for the project area. The primary effect of the no-project alternative would be to hold open future options for development of the area.

6.04. Development According to BCDC Plan. The Bay Conservation and Development Commission Area Plan calls for a non-maritime waterfront park with commercial recreation use, "limited in scale and incidental to park use". Additional use would be limited to a hotel (not to exceed 400 rooms) built only in conjunction with a new passenger terminal on Pier 35.

6.05. Uses proposed in the North Point Park/Marina project would be allowed under the Special Area Plan except the small boat marina. Exclusion of the marina would reduce the traffic generation and parking demand exerted by the project.

6.06. As specified in the Special Area Plan, a hotel could be built only in connection with a new maritime passenger terminal. In the spring of 1975, the Port sought to interest private developers in refurbishing Pier 35. At the present time it appears unlikely that this will be done. Since a hotel would be smaller in scale than the North Point Park/Marina, it would exert a reduced impact on transportation facilities and public services. It would have an impact similar to the proposed project on opening the waterfront to the public by retaining one pier and removing the other two.

6.07. The Special Area Plan calls for predominantly public open-space use of the project site, with limited commercial use. This is the only area between Piers 9 and 41 currently designated for such use.

6.08. Although the proposed project is primarily commercial, public access to the waterfront would be provided along its entire length by walkways along the breakwater and the periphery of the commercial structure (Pier 39), and in the waterfront park. The character of the

open areas provided by the project, however, would differ from that of a primarily open space development. The intensity of use of the public areas with the project would be greater than with a predominantly open space use. The views over the Bay would also be different, since the project would include a marina.

6.09. Predominantly open space development would generate less traffic and parking demand than the project. The lower intensity of such a use would create correspondingly fewer secondary impacts, in terms of air and water quality, noise, and public service needs, and would result in lower energy requirements.

6.10. Development of the project site for predominantly open space use, however, would not be financially possible unless it were undertaken or subsidized by the City or other funding sources. Earlier efforts to develop the site were stalled due to lack of financing.

6.11. Development According to the City's Northern Waterfront Plan. Development according to the Northern Waterfront Plan would entail commercial development on the seawall lots and Pier 37 (destroyed), with Piers 39 and 41 in maritime uses. The City is currently revising this plan. This plan was superceded by the Northeastern Waterfront Plan (see paragraph 3.05).

6.12. Development of the Entire Site as Public Open Space. Piers 37 and 41 would be removed and Pier 39 would be retained as a fishing pier. A public esplanade along the bulkhead would extend from Pier 39 to Pier 43-1/2. The Eagle Cafe would be retained, and Seawall Lot 311 would contain a public playfield. This alternative would be entirely consistent with BCDC Special Area Plan No.1 and would be one means of implementing the Special Area Plan at this location.

6.13. The philosophy behind this plan is that the waterfront shoreline should be allocated to maritime, open space, and recreational uses; that the northeastern section of the city lacks a large turfed area, suitable for such games as baseball, and adequate tennis court space; that the northern waterfront area is already overburdened with problems caused by the kinds of uses proposed in the North Point Park/Marina; and that any new uses added to the area should differ from the prevailing uses and should not contribute to existing problems.

6.14. Uses such as shops, restaurants, hotels, offices, parking lots, and garages, whose existing development has caused vehicle-related problems in the area, should not be added within the northern waterfront area. Instead, planning emphasis for the area should seek maritime and recreation uses along the shoreline, residential uses inland, restriction of visitor and employee parking from neighborhood streets, and lowering of parking rates for existing facilities.

6.15. The esplanade could be funded by the State Open Space and Recreation Fund, the State Department of Fish and Game (for the possible fishing area), and Port income from commercial tenants of nearby seawall lots. The playfield could be funded by the State Open Space and Recreation Fund, the new State Urban Parks Fund, and San Francisco Proposition J funds. If a public marina were installed, the funds could come from the State Department of Navigation and Ocean Development.

6.16. The commercial waterfront activities excluded from the northern waterfront area could be accommodated along the waterfront in the area of the Ferry Building.

6.17. Development of the project site solely for public open space would generate less vehicular traffic and parking demand in the area than the proposed project, but would have a greater impact than the no-project alternative as some additional parking would be needed for park use. The size of the waterfront park under this alternative would be larger than that proposed for the project, and, in the absence of extensive commercial activity, the intensity of use would be less than for the project park. The extent of impacts on the natural environment would be less than that of the proposed project, and energy requirements would also be less.

6.18. Within the northern waterfront area there would be a potential revenue loss to the Port and public funds would be required for the development of the esplanade or North Point Park.

6.19. It should be noted that the North Point Area was never considered by the BCDC to be an area of potential revenue for the Port, with the exception of the adjacent seawall lots and the possibility of a hotel in connection with a modernized passenger terminal.

6.20. Construction Phasing Alternative. It is planned to build the entire project in one phase. Any possible phasing would be contingent on how quickly the commercial areas could be leased. A possible construction schedule is shown on page 143b, Appendix B. Phase I would include the commercial space at the end of Pier 39, the breakwaters and marinas, and the garage; Phase II would be the park and the commercial recreation space on the west side of Pier 39; and Phase III would be the commercial area on the east side of Pier 39.

6.21. Design Alternatives. The architectural firm of Walker and Moody studied a number of alternative plans for the site. The first considered included a hotel on Seawall Lot 311 together with the removal of Pier 39 and the rebuilding of Piers 41 and 37 to form a small boat harbor, with commercial development and surface parking on Piers 41 and 37. North Point Park would be built extending from Pier 37 to the west side of Pier 41.

6.22. This plan would probably create similar, if not greater, magnitudes and types of impacts as those identified for the proposed project. A combination of hotel and commercial space could create a higher intensity of use on the site, resulting in higher energy consumption. Traffic generated along the Embarcadero would be greater than for the proposed project with parking on Piers 41 and 37. Expenditure of energy and materials during construction would be greater than the proposed project since an existing pier would be demolished and a pier that had been destroyed by fire rebuilt.

6.23. This plan was studied by the design team together with the staffs of the various agencies and interested citizen's groups. It was decided to avoid parking on the piers and to reuse Pier 39, since its physical condition is superior to that of the others. The marketability of the hotel was also questioned due to the recent development of several hotels in the Fisherman's Wharf area.

6.24. A second plan was developed and studied as before. This plan utilized Pier 39 for commercial uses, with parking provided for marina users. Pier 41 was to be developed for commercial use, with access limited to drop-off vehicular traffic. A parking garage was proposed on Seawall Lot 311 in place of the hotel. This plan met more of the desires of those involved but proved to be unfeasible because of access problems. The commercial uses, which were at the end of Pier 39, were a considerable distance from the points of access and parking.

6.25. This plan differs from the proposed project only in the use of Pier 41 for commercial activity. If the total area of commercial space were the same as the proposed project, environmental impacts from this alternative would be similar.

6.26. Project Relocation. Marinas could be developed in the following areas along the San Francisco waterfront:

a. Presidio shoreline - this area within the jurisdiction of the Golden Gate National Recreation Area, for which a master plan is currently being prepared.

b. Aquatic Park - the basin between the Municipal Pier and the Hyde Street Pier developable, but vehicular access and parking difficult in this congested area.

c. Ferry Building area and Piers 34-46A area - reserved for future maritime needs, according to the Port of San Francisco.

d. Central Basin and India Basin - developable in conjunction with public parks as shown in the BCDC Special Area Plan No. 1.

6.27. Outfall Relocation. The outfall under consideration is the Beach Street one. The future use of this outfall is part of the North Shore Outfall Consolidation project, involving the shoreline from Lyon Street to Jackson Street. The relocation of the outfall is not considered necessary to achieve the water quality objectives of the project. If the marina is not constructed until the completion of the outfall consolidation project, a delay of two or three years would result.

6.28. Outfall Elimination. The elimination of the outfall is not considered necessary to achieve the water quality objectives of the project.

6.29. Eagle Cafe Alternatives. The alternatives for the building are as follows:

a. Maintain and operate the cafe at its present location, which would retain the present integrity of the structure and which could be converted back to its original use as a waiting room, should the developer wish to exercise his rights under the Development Agreement with the Port and terminate the tenant's lease. However, this alternative is not consistent with the plan for development along the waterfront. Once the area around the cafe is developed for non-maritime use, the patronage could be affected. Access by private vehicles would be difficult, due to a lack of parking adjacent to the building. At the present location legal off-street parking is not available to patrons, who therefore park illegally on the railroad tracks in front of the structure. In addition, under the current plan of development, the structure encroaches on The Embarcadero right-of-way realignment, requiring it to be moved. The building, as presently maintained, is deteriorating, and the developer would not be responsible for the maintenance or improvement of the structure.

b. Relocate the cafe to Pier 39, which would make the building more accessible to visitors. The structure would be returned to its original waterfront setting on a pier, and it would be more economically feasible at that location, due to increased pedestrian traffic, adjacent sportfishing marina, and early opening time. However, a portion of the present clientele may be discouraged by the absence of free, convenient parking. The developer has agreed to commit funds for the incorporation of the cafe into the development. Renovation would be consistent with its present historical character.

c. Relocate the cafe within the project area other than on Pier 39, such as in the park/open space area. The impacts would be similar to the previous alternative. However, if, in the opinion of the developer, the cafe detracted from the project, the developer could exercise his rights under the Development Agreement with the Port and terminate the lease.

d. Relocate the cafe to other Port property not in the project area, such as in the southern waterfront area. This would retain the present integrity of the structure, returning it to its original type of waterfront setting, serving a maritime clientele. However, this alternative is not considered feasible, and the San Francisco Port Commission has indicated that there are no known locations suitable for the relocation of the cafe.

e. Demolish the cafe, which would mean the loss of a structure possibly eligible for listing in the National Register of Historic Places.

6.30. Pier Front Alternatives. The alternatives for the Pier 39 and 41 pier fronts are as follows:

a. Retain the pier fronts at their present location, which would retain the present character of The Embarcadero along the waterfront. However, the fronts are not consistent with the architectural character of the development and obstruct the view of the water, as well as public access from The Embarcadero. Policy 10, Northeastern Waterfront Plan, states that retention of the arched pier fronts should be considered so long as maritime uses exist behind them or when new development occurs which could incorporate these structures without disadvantage.

b. Relocate the pier fronts at other locations along the waterfront, which would retain the present character of The Embarcadero. However, there are no known locations suitable for the arches, and relocation would be very expensive. Views of San Francisco Bay would still be obstructed.

c. Demolish the pier fronts, which would mean the loss of structures associated with past maritime activities and properties potentially eligible for inclusion in the National Register. These pier fronts are, however, the last two of a series of 13 structures of this design along the waterfront north of the Ferry Building. The bulkhead pier facades of Piers 39 and 41 are separated from the dominant series of Beaux-Arts styled pier fronts by Pier 37, which was destroyed by fire in 1975. This had the effect of segregating these two pier fronts from the remaining facades. In addition, the natural north-west trending curvature of The Embarcadero north of the Ferry Building results in the visual obliteration of the facades of Piers 39 and 41. Demolition of the pier fronts would not significantly detract from the visual cohesion of the remaining pier fronts.

7.00. THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE OF LONG-TERM PRODUCTIVITY

7.01. Productivity of the project area can be measured in two ways: (1) its economic productivity as determined by its financial return to the Port and the degree to which it increases the expenditure of tourist dollars in San Francisco; and (2) its recreational/aesthetic productivity as determined by the degree to which the area serves as an asset for the recreational activity and aesthetic enjoyment of San Franciscans and visitors.

7.02. The North Point Park/Marina could promote an increase in productivity in the above areas over existing uses through the variety of uses it contains.

7.03. The project would be a long-term use, since a 60-year lease would cover the activities of several generations. Future options would be foreclosed during this period, since the use mixture determined now would probably be retained throughout the life of the project unless imbalances in the financial position of the development emerge.

8.00. ANY IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES WHICH
COULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

8.01. While the changes in land use and visual character of the area and other associated alterations are long-term, they are reversible. The irreversible environmental changes that would take place are the commitment of non-recyclable (by present technology) material resources used for the construction of the buildings and the energy consumed during the construction phase and throughout the life of the project.

9.00. COORDINATION AND COMMENTS AND RESPONSES

9.01. Public Participation. The application for a Department of the Army permit by Waterfront Recreation Facilities, Inc. was first announced by the San Francisco District in Public Notice 10745-48, 13 August 1976 (Document A-5, Appendix A). Comments were solicited from the general public as well as from Federal, State, and local agencies. Current regulations state that " . . . public hearings will be held upon written request whenever the District Engineer determines that there is sufficient public interest to warrant such action" (Department of the Army, 1975). No public hearing has been held by the Corps of Engineers.

9.02. Government Agencies. Comments on the Public Notice announcing the permit application are required from the U.S. Department of the Interior, U.S. Department of Commerce, U.S. Environmental Protection Agency, and the California State Resources Agency.

9.03. The Department of the Interior, Fish and Wildlife Service, believes the proposal to alter the use of the area would adversely affect future fish and wildlife resources of San Francisco Bay. The Department of Commerce, National Oceanic and Atmospheric Administration, National Marine Fisheries Service, and the U.S. Environmental Protection Agency did not comment on the Public Notice pending preparation of an Environmental Statement. The California State Resources Agency requested that the permit be held in abeyance until the applicant supplies additional information to the Department of Navigation and Ocean Development and meets the requirements set forth by the State Water Resources Control Board and the San Francisco Bay Conservation and Development Commission (BCDC). The U.S. Coast Guard has advised the applicant that any obstruction to the navigable capacity of any waters of the United States without affirmative authorization by Congress is prohibited, that the structure must be marked if it is deemed to be a hazard to navigation, and that consideration be given for facilities to contain bilge and waste oils.

9.04. In response to the provisions of the California Environmental Quality Act (CEQA), California Public Resources Code, Sections 21000 to 21553 as amended by A.B. 889 (1972), the applicant prepared an Environmental Impact Report (Appendix B) which was made available to the required agencies and public interest groups. The EIR was used as the basic document for the Draft Environmental Statement (DES). Comments on the DES were received from the following agencies:

- U.S. Department of Commerce
 - The Assistant Secretary for Science and Technology
 - National Oceanic and Atmospheric Administration
- U.S. Department of the Interior
- U.S. Department of Transportation
 - Federal Highway Administration

U.S. Environmental Protection Agency
Advisory Council on Historic Preservation
The Resources Agency of California
California State Department of Parks and Recreation
Association of Bay Area Governments

9.05. Citizen Groups and Others. The major interests indicated in comments received on the Public Notice announcing the permit application were related to a freight car interchange, configuration of the breakwater, and development on all of Pier 41.

9.06. The Atchison, Topeka, and Santa Fe Railway Company, Harbor Carriers, Inc., and the Downtown Association of San Francisco responded to the Public Notice. Comments on the DES were received from the Atchison, Topeka and Santa Fe Railway Company.

Comments and Responses

9.07. General. The questions and issues raised in the Draft Environmental Statement are summarized and responded to in this section. For ease of reference to pertinent parts of this report, the questions and issues generally follow the topical outline of this report.

9.08. If the comment requires a change in the main text of this Statement or if the response is contained within revised sections of this Statement, the appropriate paragraph or appendix is referenced in response.

9.09. Copies of all correspondence from agencies, groups, and individuals received in response to the Draft Environmental Statement are found in Appendix D.

9.10. Concerns related to water quality.

Comment by: U.S. Environmental Protection Agency

Comment: The major water quality impacts of the project result from the construction of a breakwater and marina. The projects will significantly impair circulation within the area enclosed by the breakwaters, to the extent where gyres will be created. This is of particular concern since the breakwater will enclose the Beach Street outfall, a wet-weather bypass outfall which discharges raw sewage and storm water during rainfall.

Response: The disadvantages of the site for the proposed project have been known from the beginning. As noted on page 24 of the Final Environmental Impact Report prepared for the Bay Conservation and Development Commission in March, 1975, "a marina could be permitted in any location along the San Francisco waterfront and the Special Area

Plan specifically notes India Basin, Central Basin, the vicinity of Piers 34-44, and the Ferry Building area as potential sites for small-boat marinas. A marina may, in itself, cause some local reduction in water circulation and a breakwater, if required, could further reduce the natural flushing action of the Bay. This could be particularly serious and could create a health hazard if a marina reduced water circulation near a bypass outfall where raw sewage flows into the Bay on rainy days. Such outfalls exist in the vicinity of Piers 34-44, at Central Basin and India Basin, and at numerous other locations along the waterfront. Although these bypass outfalls will eventually be eliminated as the City's Wastewater Master Plan is implemented, the existing condition is likely to persist until some time in the 1980's. Thus, planning agencies and developers should be aware of the location of Bay outfall pipes and proposed retention basins". The marina was engineered to meet Regional Water Quality Control Board standards. Floating breakwaters were utilized where possible to minimize disruption of existing current patterns. Changes to current patterns and flushing times as a result of the proposed project were analyzed utilizing the Corps of Engineers San Francisco Bay Model located in Sausalito. Computation of dissolved oxygen depletion were made by Hugo B. Fischer, Professor of Civil Engineering, University of California, Berkeley, to determine the effect on water quality. See paragraph 4.07, page 21 for the results.

Comment by: U.S. Department of Commerce

Comment: There is concern about the effect of the breakwater on water quality both within the project area and adjacent to the project.

Response: The overall effect produced by construction of the breakwaters at the project site would be to reduce the velocity of both ebb and flood currents in the nearby water shoreward of the pierhead line and to create low-velocity (less than one knot) gyres in these same areas. Flushing times for the project site would be increased by about 4.3 hours for the ebb tide. During dry-weather peak-effluent conditions there would be a dissolved oxygen (DO) depletion of approximately 0.4 mg/l, and during wet-weather five-year storm conditions there would be an approximate 1.1 mg/l DO depletion. However, the DO concentration depletion in either situation is not expected to be below the minimum acceptable DO concentration limit established by the Regional Water Quality Control Board. The changes in current patterns caused by the construction of breakwaters would alter sediment deposition at the project site. Sedimentation would probably occur at a greater rate than at present in areas where water velocity is reduced. The increased sedimentation rates would probably be confined to the areas between Piers 41 and 39 and Piers 41 and 43. At an assumed increased sedimentation rate of 1.5 feet per year, maintenance dredging would probably be required 10 years after completion of the breakwaters. The installation of a culvert at the landward end of the fixed breakwater could easily induce flocculation and increase the amount of sedimentation in the area. In any case, the water quality within the project meets Regional Water Quality Control Board standards.

Comment by: U.S. Department of Commerce

Comment: Directly to the west of the North Point project a similar project is proposed including breakwaters which will alter current patterns. The effect that the two projects together will have on current patterns and flushing action throughout the area should be discussed.

Response: The project referred to is the Fishing Craft Harbor for which the Corps of Engineers prepared a Feasibility Report and Environmental Statement dated March, 1976. The project is described as follows: "The Recommended Plan: Fishing Craft Harbor-Combination Concrete Sheet Pile and Concrete Pile and Baffle Breakwater. This breakwater concept is a combination concrete sheet pile, concrete pile and baffle structure, which encloses an area of about 27 acres (11 hectares) between the Hyde Street Pier and Pier 45". The impacts on current patterns and flushing action of each project are discussed separately in the respective environmental statements. In each case, the impacts are localized to the immediate area of the project. Flood-tide and ebb-tide current patterns in the Bay would not be significantly altered. Further, the projects are approximately 2,000 feet apart, so that no interaction or cumulative effect between the projects is anticipated.

Comment by: U.S. Department of Commerce

Comment: Low velocity of both ebb and flood currents shoreward of the pierhead line, low-velocity gyres in these same areas, increased sedimentation rates, increased flushing times for the project site - these impacts, both cumulative and individually, indicate that water quality within the project site will be lowered.

Response: See the previous response to the letter of comment from the U.S. Department of Commerce.

9.11. Concerns related to air quality

Comment by: Association of Bay Area Governments

Comment: There have been some concerns expressed about air quality problems in the project area, especially as a result of increased traffic that might be generated from the commercial development and the recreational use of the marina.

Response: Both local and regional air quality will be affected by the project. However, "projected levels of carbon monoxide concentrations would be below present Federal air quality standards".

9.12. Concerns related to biology

Comment by: U.S. Department of the Interior

Comment: It is suggested that the impact of the dredging on fish and wildlife resources be discussed.

Response: See paragraphs 4.05 and 4.20. To the extent that the project increases the sedimentation rate in the immediate area, resulting in a subsequent need for maintenance dredging, it will increase the potential for disturbance of the aquatic environment. Primarily affected will be the benthic communities removed in the dredging process. Since maintenance dredging for the project is localized to the area between Piers 41 and 39 and Piers 41 and 43 and would occur at 10-year intervals, the benthic communities would quickly re-establish themselves. The effect on the mariculture of San Francisco Bay should not be significant.

9.13. Concerns related to solid waste

Comment by: U.S. Department of the Interior

Comment: It is unclear how the 1,590-ton figure (page 24) for solid waste over a 10-year period was determined. It has been estimated that 370 tons of solid waste will be generated in one year. Without the estimated five-percent yearly increase the figure should be closer to 3,700 tons per year.

Response: The 1,590-ton figure is in error. Based on the initial solid-waste generation figure of 370 tons per year and assuming a five-percent per year increase, the project would generate 4,654 tons over a period of ten years. Paragraph 4.31 has been corrected.

9.14. Concerns related to transportation

Comment by: U.S. Department of Transportation

Comment: Section 4.42 addresses the possibility of the Embarcadero being narrowed to two lanes or closed, and two eastbound lanes required on Beach Street. The environmental effects of these roadway modifications should be addressed in the Environmental Impact Statement.

Response: Two-way traffic will be maintained on the Embarcadero within the project area. The Port of San Francisco is finalizing the design for the realignment, working with the involved parties, to provide space for the proposed public park area and open space of approximately five acres. The existing automobile traffic pattern will remain unchanged with two 12-foot lanes of traffic in each direction within the

Port's existing 200-foot right-of-way. The Port of San Francisco beltline railway will be located in the middle of the Embarcadero to provide a single track for access to Pier 43, and provision will also be made for a public transit lane. The realignment will not involve any fill or existing structure.

Comment by: U.S. Department of Commerce

Comment: Section 4.45 discusses increased parking needs based on a moderately improved level of transit service. The EIS should specify what constitutes a moderately improved level of service and whether or not it would require a street improvement project.

Response: Moderate transit improvement would involve one to three additional buses along the Embarcadero between the Ferry Building and Aquatic Park. This would not require a street improvement project.

Comment by: Association of Bay Area Governments

Comment: Proposed location would be more accessible to users of public transportation than it would be in many other sites; this fact might suggest a re-examination of the current parking lot proposal.

Response: A review of this information and alternatives substantiate the need for the parking garage in its proposed size and location.

Comment by: U.S. Department of the Interior

Comment: In the transportation impact section the statement does not address the resulting impacts upon public transportation in San Francisco. The document cites the estimated number of additional riders but does not analyze the impact these numbers would have on the San Francisco transit system.

Response: Since there is some reserve capacity on transit now serving the project area, an unimproved transit system may cause no problem. Moderate improvements to the transit system might involve one to three additional buses along The Embarcadero between the Ferry Building and Aquatic Park. Significant transit improvement could include extension of the Mason Street/Taylor Street cablecar line to the waterfront and additional buses would be needed between Van Ness Avenue and BART's Embarcadero Station. In that improvements to the transit system are independent of the proposed project and encompass the total system, the impacts of the project should be primarily considered with no change to the transit system. It is the developer's intent to provide parking to meet the projected parking needs of the proposed project.

Comment by: The Atchison, Topeka and Santa Fe Railway

Comment: The proposed development may adversely affect the present Santa Fe-San Francisco Belt Railroad freight car interchange point at the Powell Street ferry slip at Pier 43.

Response: The Port of San Francisco engineering staff has advised that the Port will maintain the railroad service to the ferry slip.

Comment by: U.S. Department of Commerce

Comment: The proposed location would be more accessible to users of public transportation than it would be in many other sites; this fact might suggest a re-examination of the current parking lot proposal.

Response: Access to the project by transit riders and vehicles is discussed in Appendix B. A review of this information, including alternatives, substantiate the need, location, and size of the parking structure.

Comment by: U.S. Department of Commerce

Comment: The EIS should also include mitigation measures for the transportation impacts of the waterfront project.

Response: Mitigation measures are discussed in Appendix B.

9.15. Concerns related to historical and archeological resources

Comment by: California State Department of Parks and Recreation

Comment: One National Register of Historic Places is located within the project area: the schooner Balclutha.

Response: See the response to the letter of comment from the Resources Agency of California.

Comment by: Advisory Council on Historic Preservation

Comment: The undertaking as proposed may affect the Eagle Cafe, a property which may be eligible for inclusion in the National Register of Historic Places.

Response: See the response to the letter of comment from the Resources Agency of California.

Comment by: The Resources Agency of California

Comment: One National Register of Historic Places is located within the project area: the schooner Balclutha. As the proposed undertaking will involve issuance of a permit from a federal agency, compliance with the National Historic Preservation Act of 1966 and 36 CFR Part 800 is required. Properties possessing historical, architectural, or cultural significance located within the undertaking's area of potential environmental impact should be identified and assessed.

Response: The Landmarks Board, the Foundation for San Francisco's Architectural Heritage, and the San Francisco Maritime Museum have been requested to review the project to comply with the aforementioned act and regulation. Pursuant to this request, the Landmarks Board, which is part of the City and County of San Francisco Planning Department, held a public hearing on 2 March 1977, at which time the Eagle Cafe was declared eligible for inclusion in the National Register of Historic Places. See Document A-9, Appendix A for the minutes of the hearing.

Comment by: U.S. Department of the Interior

Comment: Subsequent to the publication of the statement the Balclutha, located west of Pier 41, was added to the National Register of Historic Places. Since it is located in the project area, the effect that the proposed project will have upon this property should be determined and documented in the final statement.

Response: The State Historical Preservation Officer and the National Park Service were given the opportunity to comment on the effects of the proposed project on the Balclutha. No comments have been received. The ship would benefit from the increased pedestrian traffic created by the project; no adverse impacts are anticipated from the development on the ship. See the response to the letter of comment from the Resources Agency of California.

Comment by: The Resources Agency of California

Comment: Structures scheduled for demolition or relocation should be assessed for their architectural or historical significance. Specifically, Piers 39 and 41 are planned for demolition. An architectural and historical assessment is suggested.

Response: A prominent architectural historian, Randolph Delehanty, prepared a report assessing Piers 39 and 41. See Document A-6, Appendix A for a copy of the report. The pier bulkhead buildings, including the arches, have architectural and historical significance, although they are not essential to the project area as far as overall character. The structures do block views of San Francisco Bay from the Embarcadero and do not provide focal points from nearby streets.

Comment by: The Resources Agency of California

Comment: Subsection 1.23, page 5 of the Draft Environmental Impact Statement, states that the existing sites of the Eagle Cafe and the Crow's Nest will be maintained. However, a statement on page 94 of the Final Environmental Impact Report indicates that the Eagle Cafe will be demolished or relocated. At this time, what are the current plans for these buildings? If they will be relocated, a discussion should include the relocation's effect on the property's historic integrity and evidence that the proposed site does not possess historical significance that would be adversely affected.

Response: The Crow's Nest will be permitted to continue operation at its present location until the expiration of its lease in approximately six years. At that time it is the applicant's intent to demolish the structure and convert the site to parkland. The Eagle Cafe is to be relocated to Pier 39 intact, returning it to a setting similar to its original site. The impacts of relocation are discussed in paragraph 6.29.

Comment by: U.S. Department of Transportation

Comment: In line with the above comments, Section 2.54 should address compliance with Section 106 of the Historic Preservation Act of any street project precipitated by the waterfront project.

Response: See paragraph 2.54, which should be expanded to add: "or any street project precipitated by the waterfront project". This would pertain to The Embarcadero which is within the project.

9.16. Concerns related to land use

Comment by: Harry Silcocks

Comment: Denial of the permit is urged, not on the basis of being against development, but on the basis that it would be preferable to see development along the lines proposed by BCDC.

Response: The San Francisco Bay Conservation and Development Commission amended its Special Area Plan No. 1 on 20 January 1977, incorporating the project's marina as a valid land use. The proposed activity is now in conformance with BCDC's San Francisco waterfront plan. See paragraph 3.04.

Comment by: Association of Bay Area Governments

Comment: It is recommended that final approval of this project be contingent on an agreement between the City Planning Department and the Port Commission on the size and scale of eventual development around the Ferry Building, because that area would be affected by the North Point site.

Response: The Northeastern Waterfront Plan has been prepared to establish the size and scale of eventual development around the Ferry Building. After review and approval by the City Planning Department and the Port Commission, the Plan was adopted by BCDC on 20 January 1977. See paragraph 3.05.

9.17. Concerns related to commerce

Comment by: U.S. Department of the Interior

Comment: It is suggested that the statement analyze indirect or subsequent project effects on San Francisco Bay ecology. Since fish and wildlife resources at those sites would be adversely affected, it would seem desirable to include an analysis of projected future growth and changes in waterborne commerce for the San Francisco Bay region in the statement.

Response: This matter is currently being studied in connection with projects in the Port of San Francisco's southern waterfront. It is beyond the scope of this statement to deal with in-depth analyses of effects on the Bay's ecology except to note that marine life will be disturbed by future waterfront projects. The projected growth and changes for the San Francisco Bay region are described in a report by Arthur D. Little, Inc., which projects that cargo requirements for the Port of San Francisco will grow at an approximate rate of 1.5 percent per year in revenue tons. In order to handle increasing containerization the report recommends that shipping activities should be phased out of the northern waterfront area and developed in the southern waterfront area where large areas of land are available for container handling and storage. The indirect or secondary effects on San Francisco Bay ecology would be related to the development of new facilities at the Port of San Francisco's southern waterfront to handle containerized cargo, rather than the conversion of the proposed facilities at the northern waterfront from maritime to non-maritime use. See paragraph 3.04ff for applicable plans relating to waterfront development.

9.18. Concerns related to alternatives

Comment by: U.S. Environmental Protection Agency

Comment: Consideration should be given to alternatives which will eliminate adverse water quality impacts or measures which could mitigate impacts.

Response: Section 6.00 has been expanded to include the alternatives of project relocation, outfall relocation, and outfall elimination.

Comment by: U.S. Department of the Interior

Comment: It is suggested that the alternative of renovating existing Port facilities to attract additional maritime industry be discussed.

Response: The alternative was rejected by the City of San Francisco and Port of San Francisco some years ago on the basis of economics. New, modernized facilities have been provided at the Port's southern waterfront.

REFERENCES

- American Society of Civil Engineers (ASCE), 1969. "Report on Small-Craft Harbors", Manual and Reports on Engineering Practices. No. 50.
- Association of Bay Area Governments (ABAG), 30 July 1970, Regional Plan 1970:1990 San Francisco Bay Region. Berkeley, California.
- California State Department of Employment Development, April 1976. Area Manpower Review. San Francisco, California.
- Delehanty, Randolph, March 1977. An Architectural and Historical Description and Evaluation of Piers 37, 39, and 41 and the Eagle Cafe. San Francisco, California.
- San Francisco Bay Conservation and Development Commission (BCDC), January 1969. San Francisco Bay Plan. San Francisco, California.
- San Francisco Bay Conservation and Development Commission (BCDC), December 1974. Special Area Plan No. 1: San Francisco Waterfront. San Francisco, California.
- Smith, Felix, 13 May 1974. Field Supervisor, U.S. Fish and Wildlife Service. Letter from Felix Smith to U.S. Army Corps of Engineers concerning angler fishing at the Municipal Pier.
- Sorenson, R.M., 1967. "Investigations of Ship-Generated Waves," Journal of the Waterways and Harbors Division. Vol. 93, No. WW1. American Society of Civil Engineers.
- U.S. Department of the Army, November 1975. "Type 16 Flood Insurance Study: Tsunami Predictions for Monterey and San Francisco Bays and Puget Sound." Vicksburg, Mississippi.
- U.S. Department of the Army, March 1976. Breakwater Study for Light-Draft Navigation. U.S. Army Corps of Engineers, San Francisco, California.
- Williams-Kuebelbeck and Associates, Inc., 16 April 1976. Feasibility Study for Small-Craft Harbor Improvements at Fisherman's Wharf. Redwood City, California.

TABLES

TABLE 1

PROJECTED NET CHANGE IN RETAIL SPACE FOR
SAN FRANCISCO AND NORTHEAST DISTRICT,
1973-2000

	<u>Net Change (1,000 sq. ft.)</u>		
	<u>1973-1985</u>	<u>1973-2000</u>	
		<u>Low</u>	<u>High</u>
City-Wide	726.0	1,420.0	4,690.0
Northeast District	63.4	260.0	420.0
North Point Park/Marina Development		200.0	

SOURCE: Arthur D. Little, Inc., Commercial and Industrial Activity in San Francisco: Present Characteristics and Future Trends, June 1975.

TABLE 2

ESTIMATED EMPLOYMENT GENERATION

	<u>Total Project</u>
Construction Costs	\$ 20,000,000
Person-Years of Construction	488
Permanent Employees:	
Restaurants	887
Retail Shops and Entertainment Facilities	133
Management Maintenance	25
Sport-fishing	<u>100</u>
Total	1,145

TABLE 3

ESTIMATED ANNUAL REVENUES

Sales Tax	\$ 400,000
Employees' Payroll Tax	43,000
	(99,000)*
Parking Tax	100,000
Utilities Tax	18,000
Personal Property Tax	290,000
Possessory Interest Tax	<u>730,000</u>
Total Annual Revenue to the City and County	\$1,580,000 (error due rounding)

* Construction (not included in total); all other figures are annual.

TABLE 4

MODE OF TRAVEL TO WATERFRONT (%)

	Location			Total (N=351)
	Beach/ Hyde (N=110)	Jefferson/ Taylor (N=146)	Pier 41 (N=95)	
Muni Bus	3	7	7	6
Cable Car	21	13	17	17
Tour Bus	-	23	3	11
Ferry, Golden Gate Bus	-	7	-	3
Total Transit	24	50	27	36
Automobile	46	41	64	48
Walking	22	9	9	13
Other (taxi, bicycle)	8	-	-	2

N = Number of individuals interviewed.

TABLE 5

ADDITIONAL VEHICLES AND TRANSIT RIDERS
GENERATED BY THE PROPOSED PROJECT¹

	Additional Vehicles ^{2,3}		Additional Transit Riders ³	
	A	B	A	B
Friday	4,600	3,600	7,000	10,400
Saturday	3,900	3,100	7,000	9,900

1

The Department of Public Works has estimated 24-hour traffic generation during the weekend at 4,200, assuming the same modal split between vehicles and transit riders that exists for the present wharf facilities. Peak parking demand has been estimated as at least 900 spaces between noon and 1:00 p.m. on Saturdays.

2

Multiply by two for vehicle trips.

3

Based on two levels of transit improvement:

- A: Moderately improved (i.e., an internal shuttle bus within the northern waterfront area from Aquatic Park to the Ferry Terminal).
- B: Significantly improved (i.e., extension of the Mason-Taylor cable car line to the waterfront and bus or rail service between Van Ness Avenue and the Embarcadero BART station).

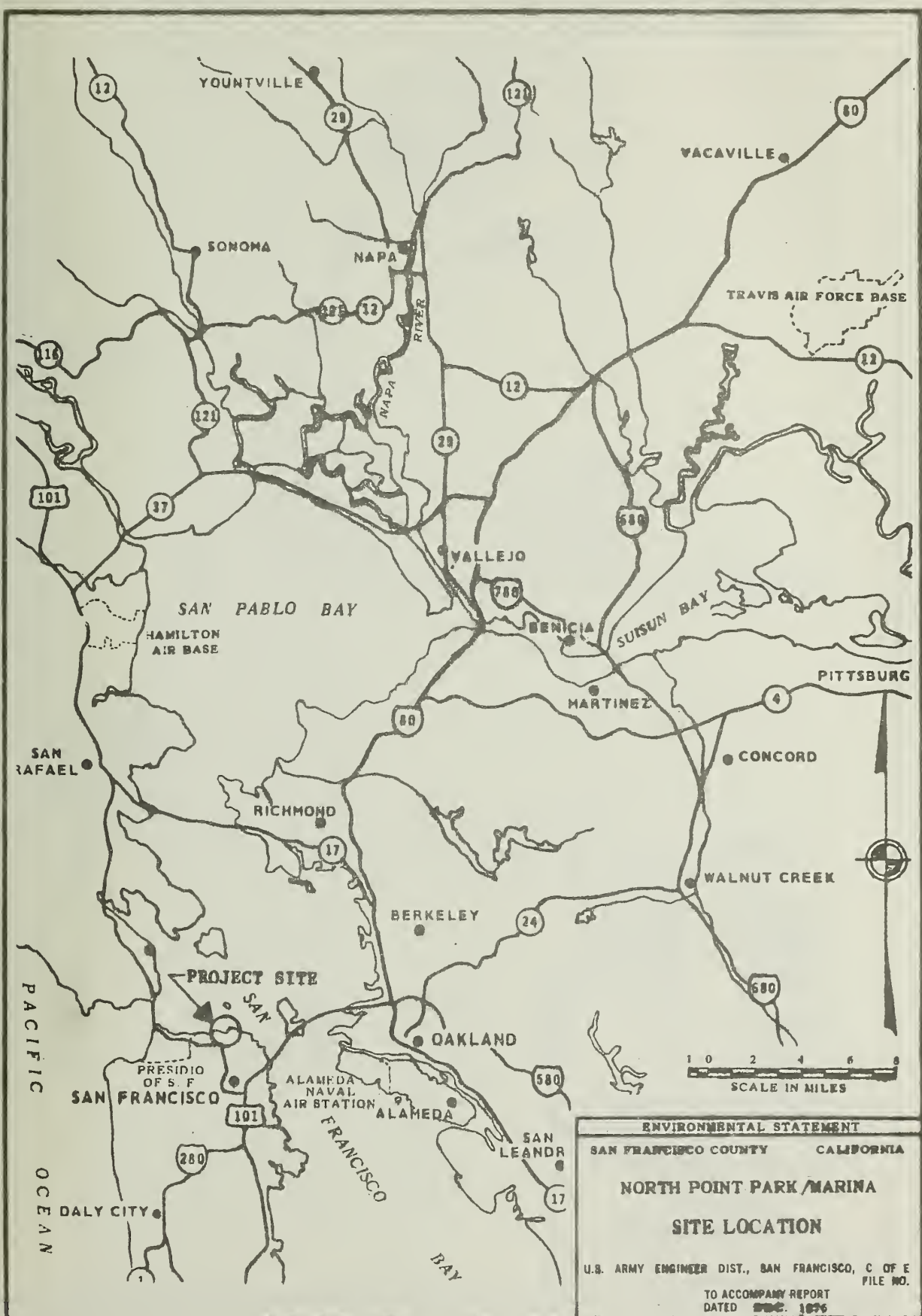
TABLE 6

DISSOLVED OXYGEN (DO) DEPLETION

	<u>DO Depletion (mg/l)</u>	<u>Average DO of Marina Waters (mg/l)</u>	
		<u>BEFORE</u>	<u>AFTER</u>
Dry weather, peak effluent conditions	0.4	7.6	7.2
Wet weather, once-in-five-year storm	1.1	7.6	6.5
Oxygen saturation (maximum DO possible)		101.0	
Regional Water Quality Control Board minimum standard		5.0	

SOURCE: Dames and Moore, 1975. Oceanographic and Technical Setting and Impacts.

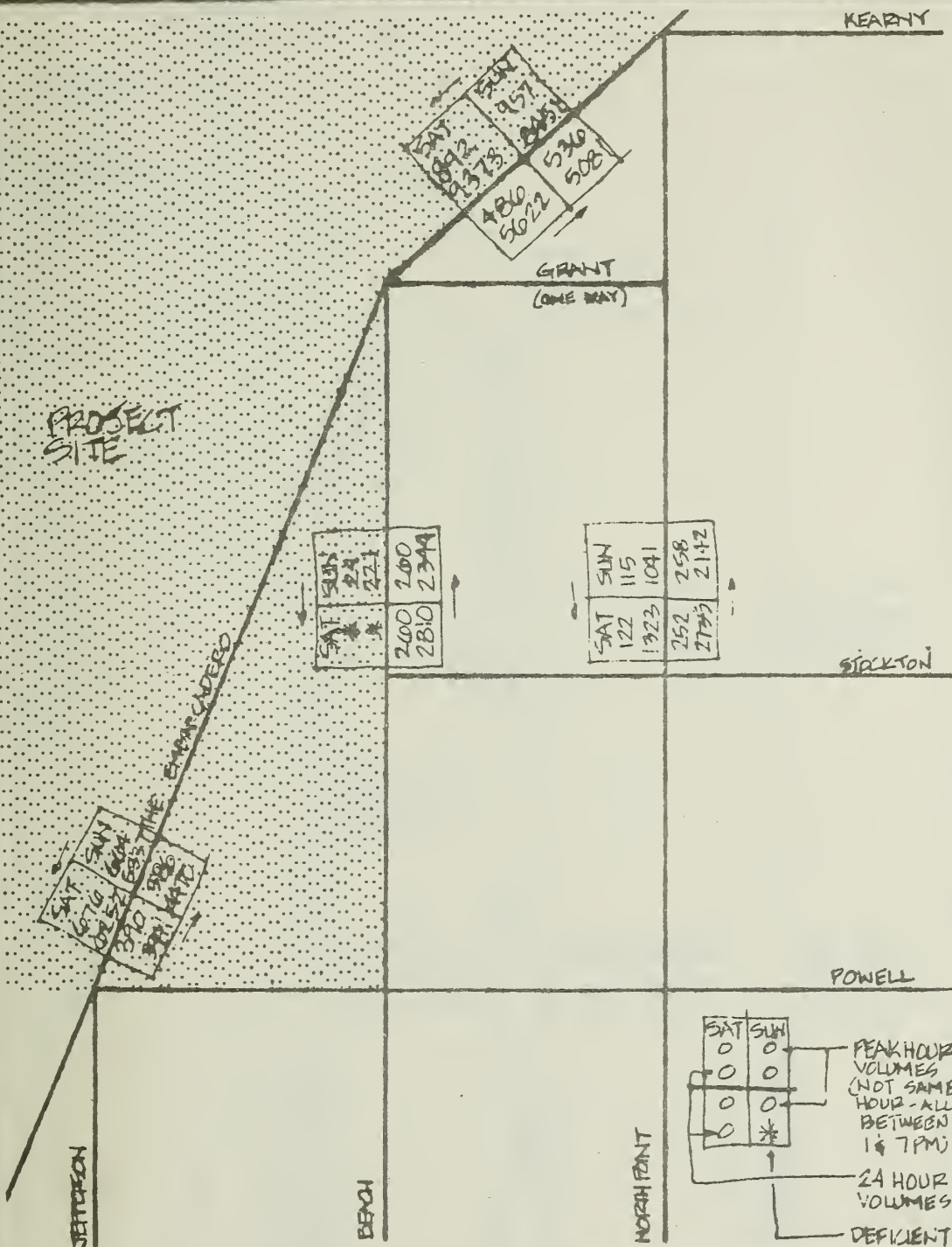
PLATES



ENVIRONMENTAL STATEMENT
SAN FRANCISCO COUNTY CALIFORNIA

NORTH POINT PARK/MARINA
SITE LOCATION

U.S. ARMY ENGINEER DIST., SAN FRANCISCO, C OF E
FILE NO.
TO ACCOMPANY REPORT
DATED DEC. 1976



ENVIRONMENTAL STATEMENT

SAN FRANCISCO COUNTY CALIFORNIA

NORTH POINT PARK/MARINA

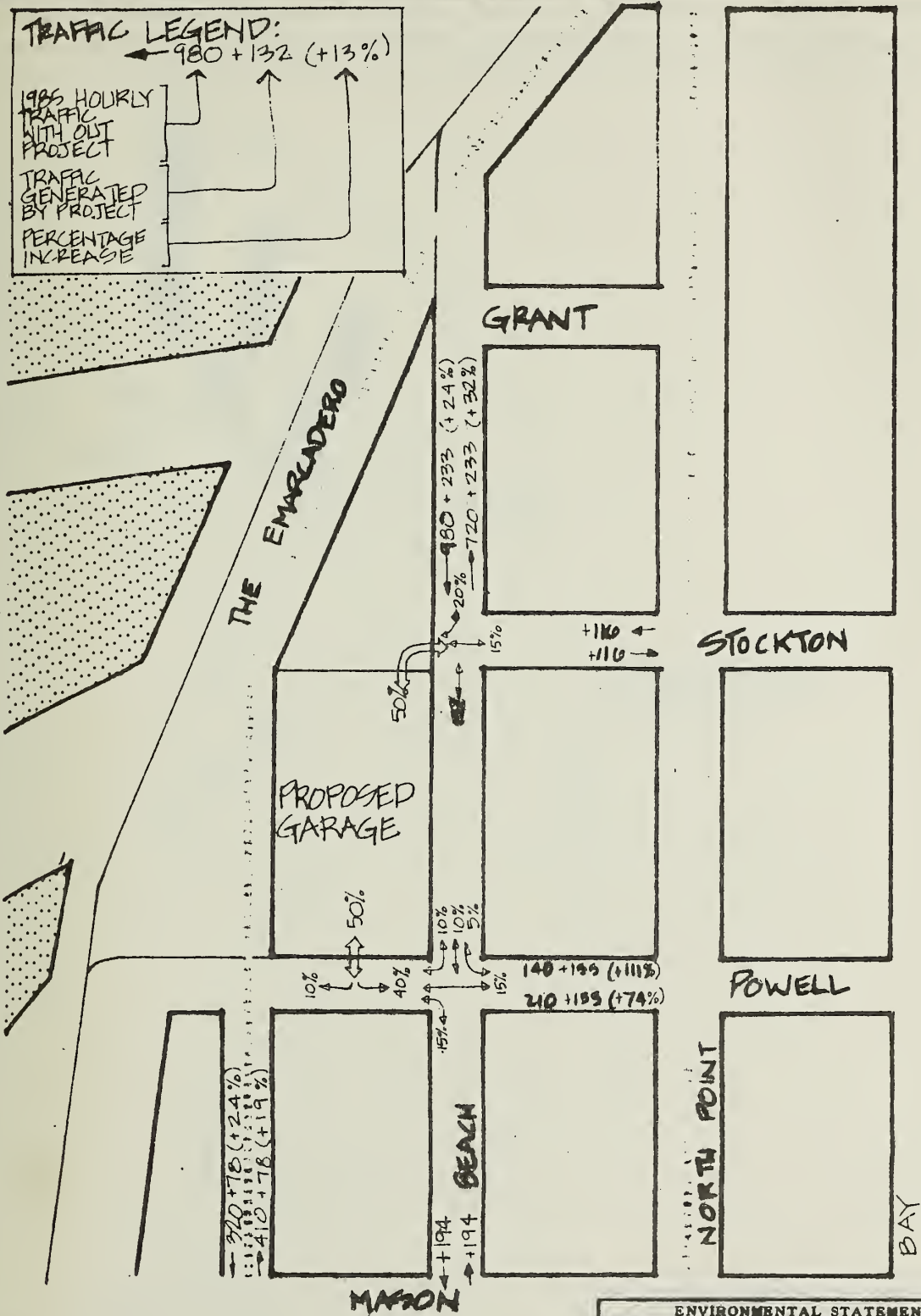
PEAK HOUR
AND 24 HOUR COUNTS

U.S. ARMY ENGINEER DIST., SAN FRANCISCO, C OF E
TO ACCOMPANY REPORT
DATED DEC. 1998

TRAFFIC LEGEND:

1985 HOURLY
 TRAFFIC
 WITH OUT
 PROJECT
 TRAFFIC
 GENERATED
 BY PROJECT
 PERCENTAGE
 INCREASE

← 980 + 132 (+13%)



ENVIRONMENTAL STATEMENT

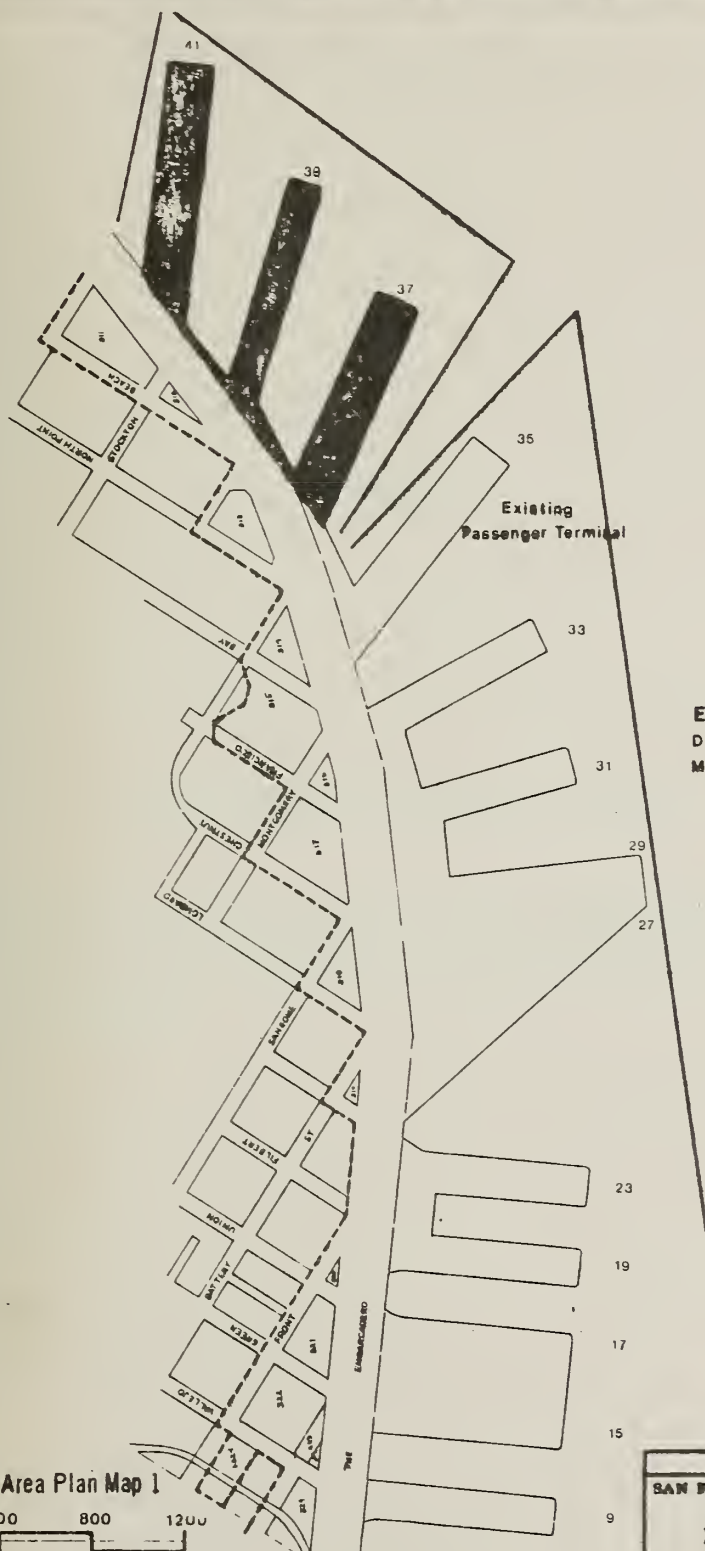
SAN FRANCISCO COUNTY CALIFORNIA

NORTH POINT PARK / MARINA

TRAFFIC IMPACT

U.S. ARMY ENGINEER DIST., SAN FRANCISCO, C OF E
FILE NO.

TO ACCOMPANY REPORT
DATED DEC. 1975



EXISTING MARITIME USE
 Design Plan required when
 Maritime phased out

Special Area Plan Map 1

0 400 800 1200

Port Jurisdiction - - -

ENVIRONMENTAL STATEMENT
SAN FRANCISCO COUNTY CALIFORNIA

NORTH POINT PARK/MARINA
SPECIAL AREA PLAN MAP

U.S. ARMY ENGINEER DIST., SAN FRANCISCO, C OF E
 TO ACCOMPANY REPORT
 DATED DEC. 1976

APPENDIX A

MISCELLANEOUS SUPPORTING DOCUMENTS

Appendix A was distributed with the Draft Environmental Statement and therefore only those documents added since distribution are included. Copies of the original documents are available from the San Francisco District on request.

APPENDIX A

MISCELLANEOUS SUPPORTING DOCUMENTS

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<u>Document</u>	<u>Subject</u>	<u>Page</u>
A-1	Application from Waterfront Recreation Facilities, Inc., to U.S. Army Corps of Engineers, San Francisco District Dated 1 June 1976 Subject: Regulatory Permit Application	A-1
A-2	Public Notice 74-097-116, 26 March 1974 Hyde Street Pier Maintenance Dredging	A-3
A-3	Public Notice 74-165-135, 2 May 1974 San Francisco Waterfront Maintenance Dredging	A-6
A-4	Public Notice 10690-48, 29 September 1975 Pier 41 Ferry Landing	A-8
A-5	Letter from Warren Simmons, North Point Park/Marina, to San Francisco Bay Regional Water Quality Control Board Dated 29 October 1976 Subject: Certification	A-12
A-6	Letter from Randolph Delehanty, Heritage Historian to Grant Duvall, North Point Pier Project Manager Date 16 March 1977 Subject: Architectural and Historical Report	A-14
A-7	Letter from Grant Duvall, North Point Pier Project Manager to Lieutenant Commander J. L. Hair, Twelfth Coast Guard District Dated 15 March 1977 Subject: Oil Waste Facilities	A-29
A-8	Letter from Grant Duvall, North Point Pier Project Manager to Albert D. Elledge, Harbor Carriers, Inc. Dated 15 March 1977 Subject: Pier 41	A-30
A-9	Minutes of a Public Hearing held by the Landmarks Board on 2 March 1977	A-31
A-10	Letter from Robert Berner, Heritage Urban Conservation Officer, to Ed Kandler, U.S. Corps of Engineers, San Francisco District Dated 20 April 1977 Subject: Architectural and Historical Report	A-40

North Point Park/Marina

P.O. Box 3730 / San Francisco, CA 94119 / (415) 981-8030



October 29, 1976

San Francisco Bay Regional
Water Quality Control Board
111 Jackson Street
Room 6040
Oakland, California 94607

Attention: Mr. Ronald Klimczak

Subject: Request for Water Quality Certification
For North Point Park/Marina
Army Corps of Engineers Public Notice
Number 10745-48

Gentlemen:

In reference to our phone conversations, and to my September 15 letter to you, we wish to request Water Quality Certification for our proposed North Point Waterfront project.

A brief summary of our project is as follows:

From Pier 37 through Pier 41, and on Seawall Lots 311 and 312, we would develop a new water-oriented, commercial/recreational facility which would include a 5-1/2 acre park, 200,000 square feet of commercial recreation, breakwaters to protect a pleasure craft marina to the East of Pier 39 and a sportsfishing marina to the West of Pier 39, and a parking garage on Seawall Lot 311.

After discussing the project with the Regional Board, we have been advised to withdraw our request for project certification contingent on our concurrence with the following conditions.

1. No construction materials shall be discarded into San Francisco Bay. Any construction material which enters a water body must be removed immediately.

San Francisco Bay Regional
Water Quality Control Board
October 29, 1976
Page Two

2. Every precaution must be taken at the project site to minimize creation of turbidity during the pile driving operation and related construction.

3. All debris shall be disposed of only at a land disposal site acceptable to the Regional Board. The applicant will be responsible for notifying the Regional Board of the precise location of such disposal site prior to commencing work.

(The disposal site which we intend using is the Richmond Dump. If there is any change in this disposal site we will notify the Board.)

4. No painting or wood preservative treatments shall be applied over water to new construction without prior written notification from the applicant to be received by the Board at least 15 days prior to commencing work.

5. No dredging will be performed in connection with this project.

6. The design, construction, operation, and maintenance of the proposed vessel waste pump-out facilities must conform to the regulations contained in Subchapter 20, Chapter 3, Title 23 of the California Administrative Code, adopted August 19, 1976 by the State Water Resources Control Board.

The applicant hereby accepts and will abide by the above conditions.

Sincerely,

W.L. Simmons

W.L. Simmons

cc: Army Corps of Engineers

HERITAGE

FOUNDATION FOR SAN FRANCISCO'S ARCHITECTURAL HERITAGE

March 16, 1977

Grant Duval/
Pier
39
San Francisco

Mr. Duval;

Attached please find the architectural and historical description and evaluation of Piers 39, and 41 and of the Eagle Cafe.

Sincerely,

Randolph Delehanty
Randolph Delehanty
historian

Piers 37, 39 & 41 and

The Eagle Cafe

An Architectural and Historical

Description and Evaluation

by

Randolph Delehanty

historian

The Foundation for San Francisco's Architectural Heritage

2007 Franklin Street, San Francisco, California 94109

March, 1977

Fig. 1

View of San Francisco Bay from the bulkhead line between Piers 41 (left) and 39. credit: E. Andrew McKinney

Fig. 2

Aerial view of Piers 37, 39 and 41 before 1976. Eagle Cafe is small black square on the southeast corner of Powell and Jefferson. credit: .

Fig. 3

Aerial view dated September 24, 1974 showing Pier 41 with its bulkhead building (shed removed) in the foreground; Pier 39 intact with its pier, shed and bulkhead building; and Pier 37 destroyed by fire. The piles of Pier 37 have been removed. credit: Western Aerial Photos, Inc.

Fig

Fig. 4

The bulkhead buildings of Piers 41 and 39 seen from the Embarcadero. 1977. credit: E. Andrew McKinney

Fig. 5

Pier 43. A Neo-classically designed "gate." 1977.

Fig. 6

The Eagle Cafe, March, 1977. credit: E. Andrew McKinney

Piers 37, 39 & 41

History

Pier 37

Pier 37 was built in 1913 and ~~totally~~ destroyed by fire and removed in 1976.

Pier 39

Pier 39 was built in 1913. It is 938' long and 140' wide. The timber truss roof shed seems to have been built in the early 1920s. Finally, the Beaux-Arts styled bulkhead building was added in 1931. The bulkhead building has a steel frame and a cement plaster exterior. Its cornice details are intact.

Pier 41

Pier 41 was built in 1914. The shed was added in 1918 and removed in 1974. The wood frame, cement plaster exterior Beaux-Arts style bulkhead building was built in 1918.

Although San Francisco's waterfront had escaped destruction in 1906, the entire waterfront was rebuilt starting in about 1910. This was done because the completion of the Panama Canal was expected to increase shipping in San Francisco. In 1906, 3.6 million tons entered San Francisco. In 1911, 6.1 million tons entered the port. In 1910, the Board of State Harbor Commissioners began planning and rebuilding for an anticipated 13 million tons per annum by 1927. A \$9 million bond issue was passed in 1910 to begin the implementation of the master plan. The new facilities were much better built than

the old ones which were characterized as "flimsy structures, destitute of the elements of permanency." The new waterfront was to be lined with "a substantial type of pier and sheds." (John P. Young, San Francisco: A History of the Pacific Coast Metropolis, 1912, Vol. II, p. 930.)

The piers were only gradually improved. Those closest to the Ferry Building were generally improved first. The piers, sheds and bulkhead structures were built in stages. The bulkhead buildings with their Beaux-Arts gate and arch were sometimes added on twenty years later.

The master plan for San Francisco's waterfront first appeared in 1908 as a report issued by The Federated Harbor Improvement Association. It was an association of important commercial, industrial, banking, real estate, labor and civic improvement organizations. The report was entitled: San Francisco Harbor, Its Commerce and Docks with a Complete Plan for Development. Luther Wagoner, a San Francisco engineer, was the author of the plan. A bond issue of 1910 commenced the execution of the plan which resulted in a uniform and impressive waterfront. This plan guided waterfront development from about 1910 to at least the 1930s, perhaps longer. The Board of State Harbor Commissioners filled out the plan in phases.

Architectural Style

The piers and sheds were generally the first parts constructed. They were always strictly utilitarian structures. Timber was often used in the early (1910-1920) stages because it was so abundant and therefore economical on the West Coast. Later stages, such as the

bulkhead building of Pier 39 added on in 1931, were built with steel frames.

The bulkhead buildings with their large arches were the only structures that were styled. And even with these buildings, it was only the exterior that was ornamented. Starting in 1910, the waterfront was divided into two stylistic zones. The bulkhead buildings south of the Ferry Building were given Mission or Mediterranean fronts and those north were treated in a Beaux-Arts or Neo-classical style.

Beaux-Arts designs were often historicist and looked back to Roman and Renaissance models. The northern waterfront bulkhead buildings were styled to look like the gates to the city. The pier fronts were, literally, the front door to the city. The large arches at the heads of the piers are often visible at the end of the city's streets. The entrances were given a massive scale and the appearance of great strength. The cement plaster exterior was molded to look like cut stone. Each main entrance is composed of a large arch with its "stones" emphasized flanked by two battered towers. The whole is capped by a pediment and a dentilated cornice. Each arch is two stories high with a door on the ground floor and a window in the bow of the arch. Those windowed spaces could be used for second story waiting rooms for passengers.

Piers 39 and 41's bulkhead buildings are the last ones in a row that starts north of the Ferry Building. There is a gap where Pier 37 stood. West of Pier 41 is Pier 43, ⁵also in the Neo-classical style, which shows what the arched entrances look like standing alone. [^](See Fig. 5) From the point of view of style and urban design, it is these great arched gates that are most important.

Evaluation

In the recently concluded days when San Francisco's waterfront was a busy port, the entrances to the piers were the gates of the city. Beaux-Arts architecture as a style, and the City Beautiful movement as an active force, wished to use architecture, especially public architecture, to symbolize an image of the city. That image was one of grandeur and strength. The gate-like entrances to the bulkhead buildings, built later than the piers and sheds, are well proportioned and expertly handled examples of Beaux-Arts or Neo-classical design in the service of a particular image of San Francisco.

The Eagle Cafe

Location and Setting

The Eagle Cafe, 2566 Powell Street, is on the southeast corner of Powell and Jefferson. It is on the corner of the Belt Line railroad yard. The building was moved to this site in 1914, three years after its construction. It was originally located across the Embarcadero on the edge of the wharf between Powell and Mason. (Information from 1912 Sanborn map and 1914 Water Dept. records.)

Architectural Description

The Eagle Cafe is a simple, hip-roofed, one-story, shingle clad building built in 1911. It was built as the ticket office and waiting rooms of the McCormick Steamship Co. It was a relatively fancy building for the waterfront. It was clad in shingles, rather than the common clapboard, and offered every modern convenience "even to telephones." (SF Examiner, June 4, 1911.) There were originally separate waiting rooms for men and women.

The building has changed very little since its conversion into a cafe. The shingles are now painted beige and the sash and base are a reddish brown. The shingle roof has been covered with tarpaper. The interior seems not to have changed much in forty years. An old-fashioned blue and white telephone sign is attached to the west wall. A sign that reads "The Eagle Cafe" caps the roof.

History

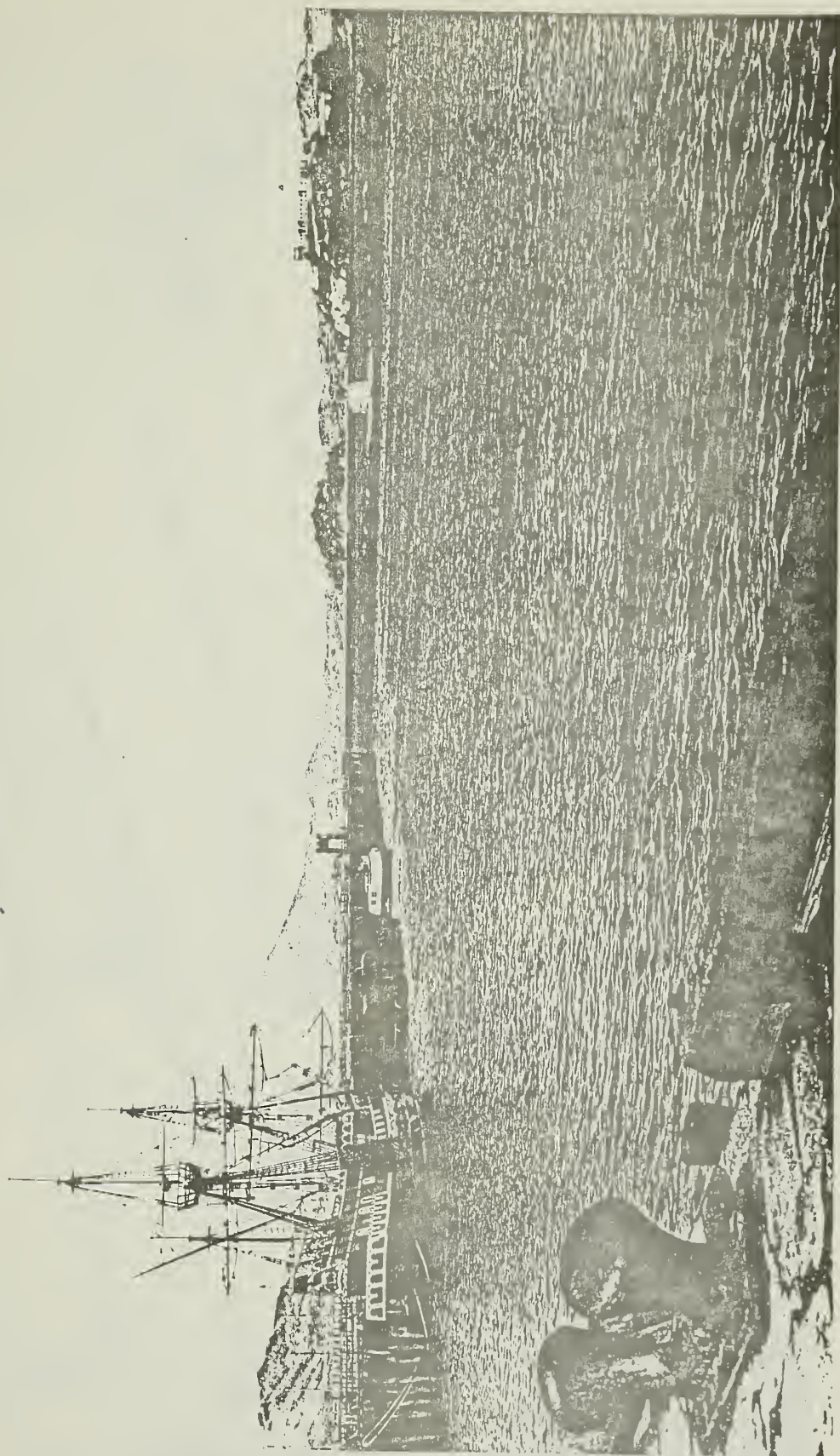
As the port was rebuilt after 1910, berths were reassigned. In 1910, when the Mission Street wharf #1 was removed, the Charles R. McCormick Steamship Company moved its steam schooners to the Standard Oil dock at the foot of Mason Street. After McCormick rented berth space 200 feet east of Standard Oil, the Board of State Harbor Commissioners permitted the line to erect an office and waiting room on the edge of the wharf. It was on this site from 1911 to 1914.

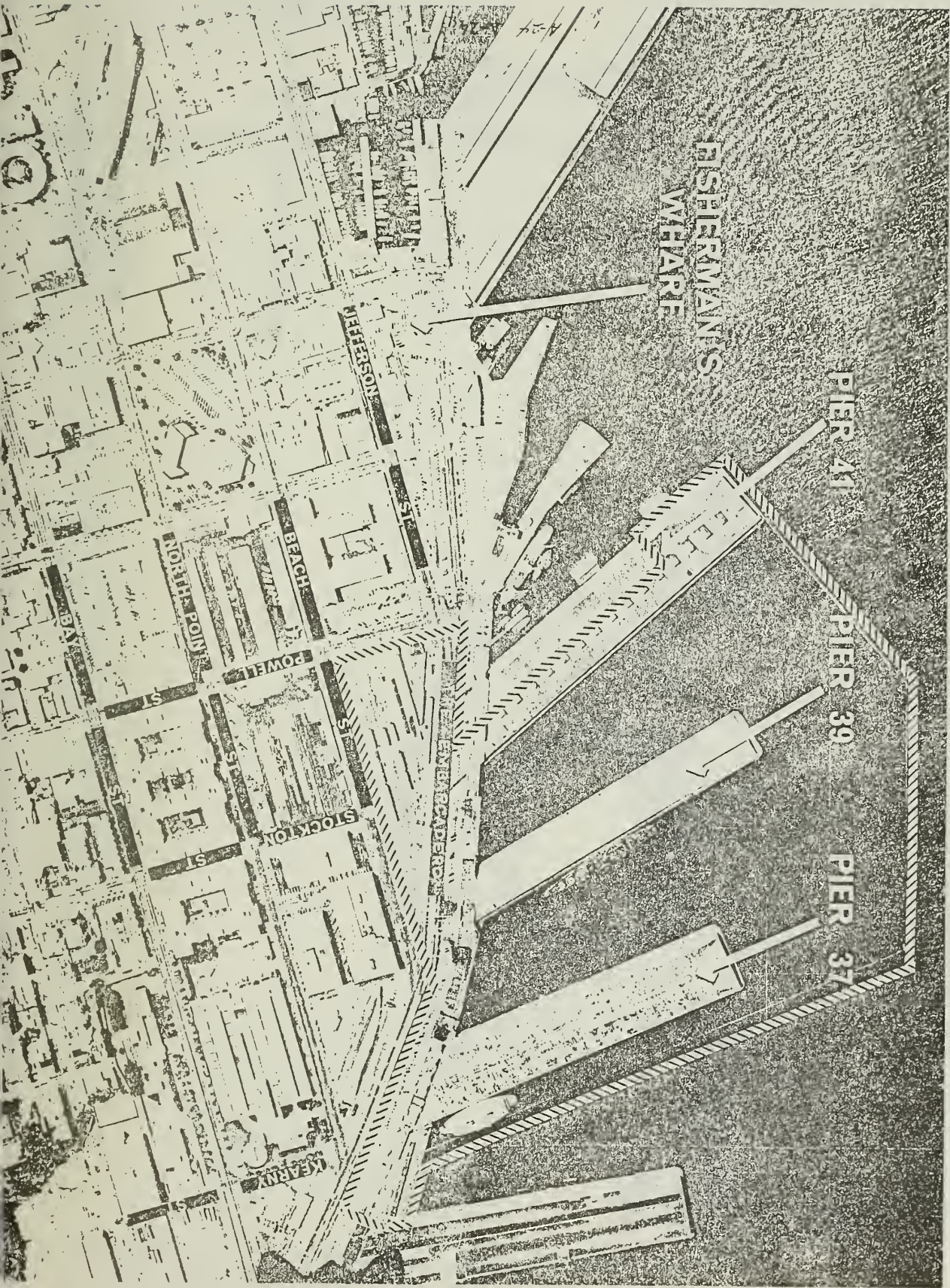
In 1914, the steamship office is described as having a restaurant. At that time it was moved across the Embarcadero to its present location.

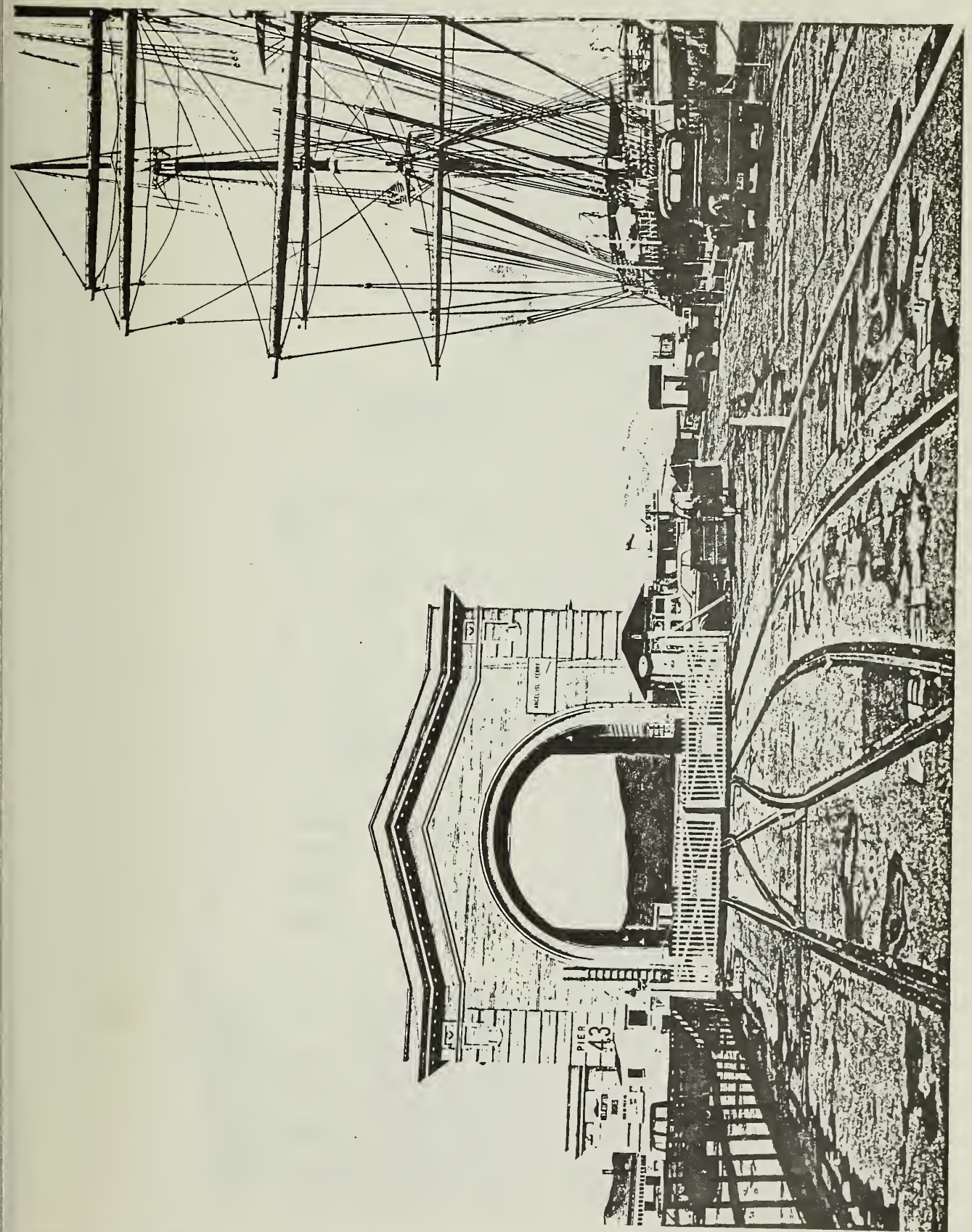
At some unknown time the steamship office closed and the building became a cafe serving the workers on the waterfront. As the Eagle Cafe it served--and still serves--the work rhythms of the waterfront. Fishermen, longshoremen, teamsters, MUNI drivers and others congregate to eat, drink and socialize at the cafe starting at dawn. The cafe has survived as virtually the last of its kind on the waterfront. It is a living link with the history of the maritime workers in San Francisco. It fed the strikers during the General Strike of 1934.

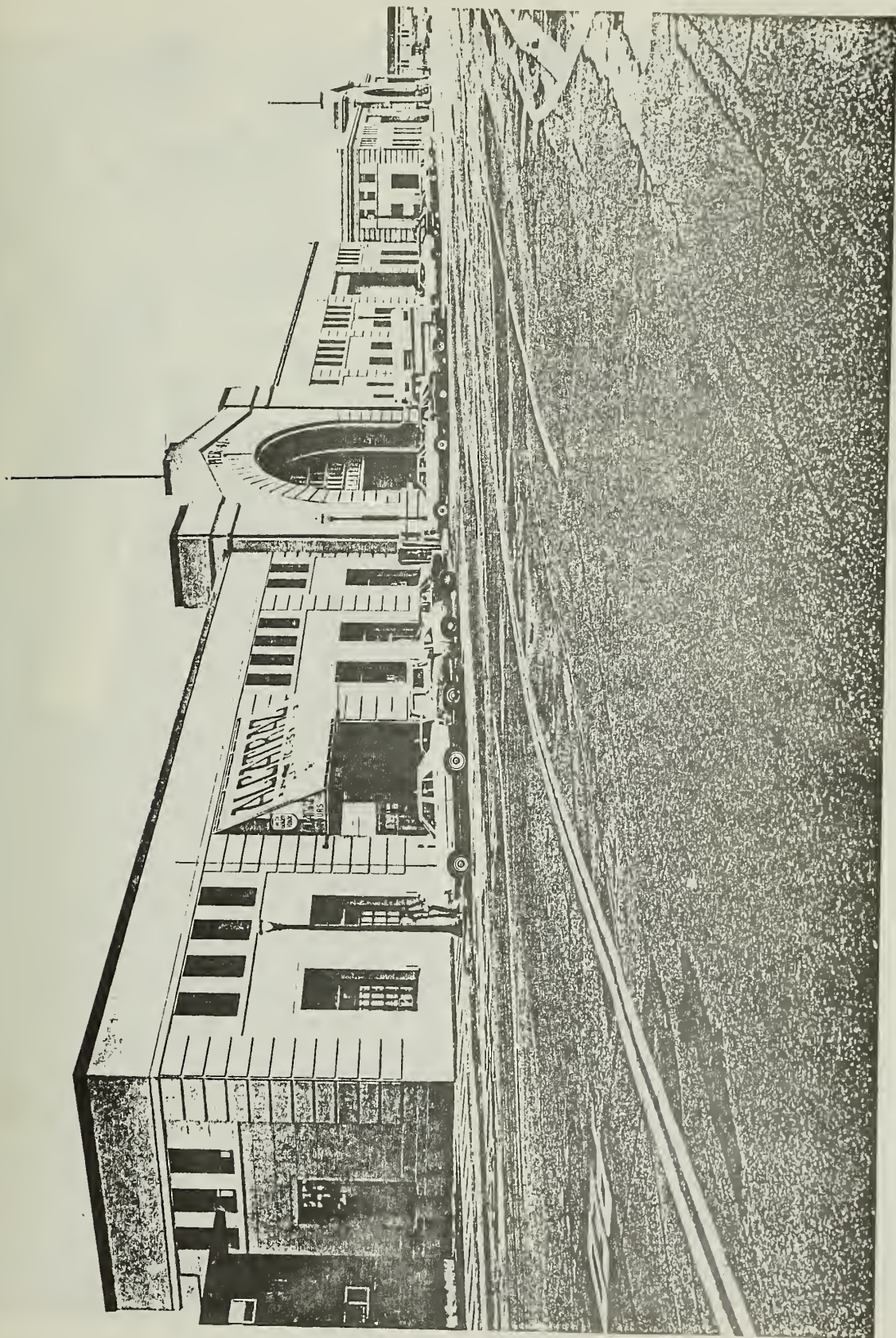
Evaluation

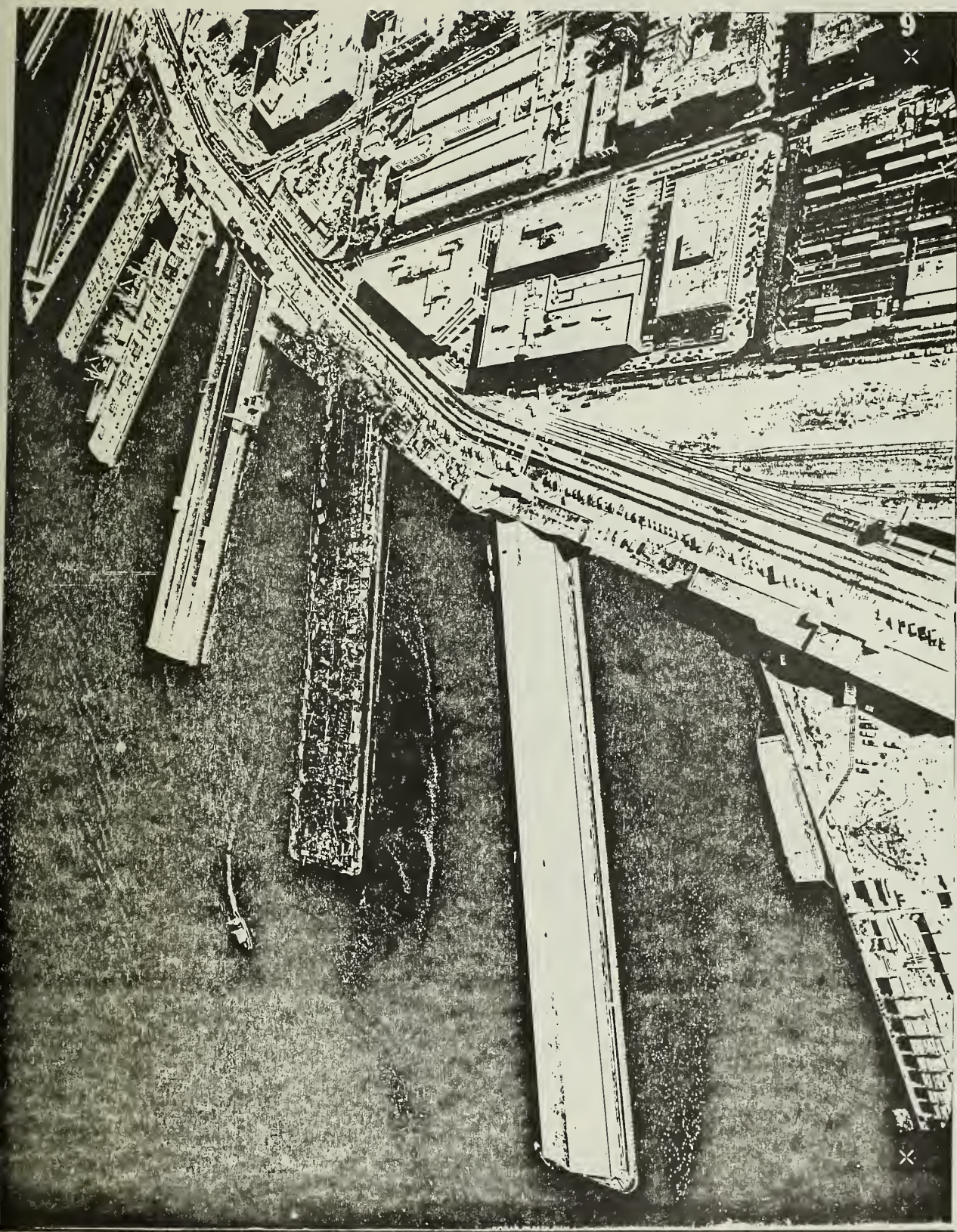
The Eagle Cafe is a rare, little changed survivor of a once common building type on the old waterfront. It is a now almost unique example of a once significant social institution: the maritime workers' waterfront cafes.

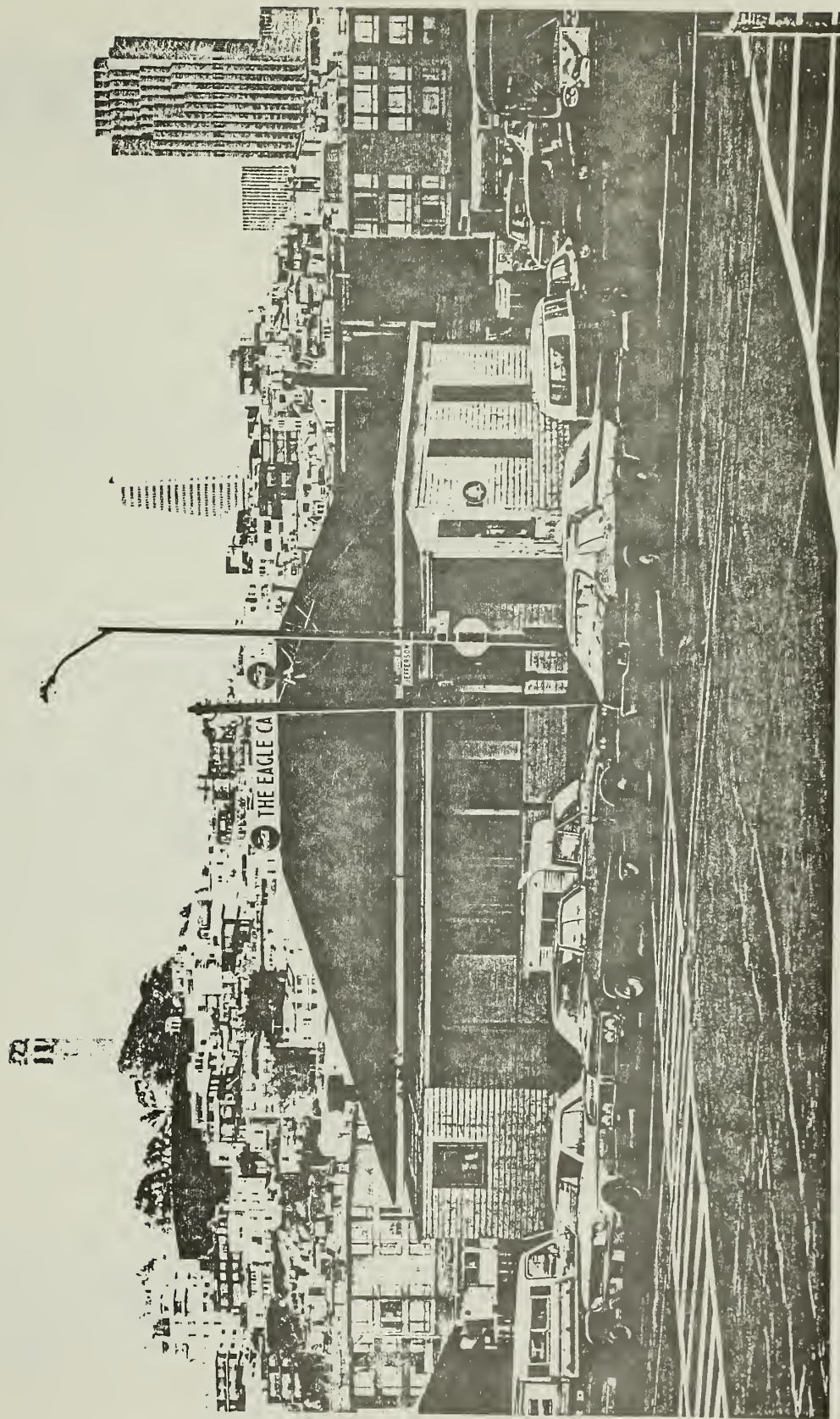












NORTH POINT PIER

March 15, 1977

Lieutenant Commander J.L. Hair
Twelfth Coast Guard District
630 Sansome Street
San Francisco, Ca. 94126

Re: Public Notice No. 10745-48
Waterfront Recreation Facilities, Inc.

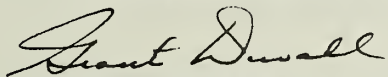
Dear Sir:

Please refer to your letter of 19 August, 1976 concerning Coast Guard enforcement of Section 311 of the Federal Water Pollution Control Act (PL 92-500).

It is our intent to provide facilities to contain bilge and waste oils for the project. If the Coast Guard has a standard design, design qualifications, or knows of a satisfactory installation in the area, we would appreciate being advised. In addition to the facilities to contain bilge and waste oils, the berthing agreements will include a requirement that these facilities be used and will point out the penalty involved for failure to do so.

Very truly yours,

WATERFRONT RECREATION FACILITIES, INC.



Grant Duvall
Project Manager

GD/dp

cc: Mr. Bernard Lewis
Army Corps of Engineers
Regulatory Functions Branch
Mr. Charles Vickers
Bruce Moody

NORTH POINT PIER

March 15, 1977

Mr. Albert D. Elledge
Harbor Carriers, Inc.
Pier 41 Bulkhead
San Francisco, Ca. 94133

Re: Public Notice No. 10745-48
Waterfront Recreation Facilities, Inc.

Dear Mr. Elledge:

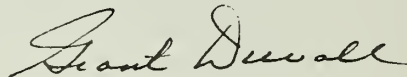
Please refer to your letter of August 26, 1976 concerning the subject development. The following responses are intended to clarify the points raised in your letter.

1. Paragraph 2.c. of said notice should state: "A portion of Pier 41 ...".

2. The fixed breakwater which is diagramed on sheet 3 is within the lease lines established in the development agreement dated September 10, 1975 between the City and County of San Francisco, Port Commission, and Waterfront Recreation Facilities, Inc. The extreme western point of the fixed breakwater as presently designed is on the center line of the existing Pier 41 and approximately 300 feet toward the shore. In this location we do not anticipate that the fixed breakwater will interfere with the operation of your ferry vessels.

Very truly yours,

WATERFRONT RECREATION FACILITIES, INC.



Grant Duvall
Project Manager

GD/dp

cc: Mr. Bernard Lewis
Army Corps of Engineers
Regulatory Functions Branch
C.L. Vickers
Bruce Moody

A-30

DOCUMENT A-8

P.O. Box 3730, Pier 39 San Francisco, California 94119 (415) 981-8030

SAN FRANCISCO
CITY PLANNING COMMISSION
LANDMARKS PRESERVATION ADVISORY BOARD

Minutes of the Regular Meeting of Wednesday, March 2, 1977.

The Meeting of the Landmarks Preservation Advisory Board was called to order at 2:10 p.m., March 2, 1977, at 100 Larkin Street.

PRESENT: Mrs. Bland Platt, President; Mr. James Ream, Vice-President; Mrs. Elizabeth de Losada; Ms. Sally B. Famarin; Mrs. Jean E. Kortum; Ms. Margaret E. Warnecke; and Larry Cannon (ex-officio).

ABSENT: Mr. Albert Lanier

Nothing the large number of people in attendance at today's meeting, Mrs. Platt suggested that administrative matters which usually occupy the first part of the meeting be postponed until later and that the Board immediately take up the Eagle Cafe matter.

EAGLE CAFE - Southeast corner of Powell and The Embarcadero
Determination of National Register Eligibility

Mrs. Platt stated that the determination of eligibility had been requested by the Army Corps of Engineers who were represented today by Mr. Edward Kandler. The request came in conjunction with preparation of an Environmental Impact Statement (EIS) for Mr. Warren Simmons' North Point Pier project. In the draft EIS, the Advisory Council on Historic Preservation and the State Preservation Officer had noted the Eagle Cafe's possible eligibility for the National Register and requested that the Corps explore its eligibility, thus the request to the Advisory Board.

Karl Kortum Director of the San Francisco Maritime Museum was the first speaker. Mr. Kortum feels that the Eagle Cafe is important to the maritime heritage of the San Francisco waterfront and is one of its few remaining structures with an association with the past. From newspaper accounts, it appears to have been built in 1911 as a waiting room and restaurant for the McCormick Steamship Company. If not at its original location, it was originally constructed nearby and has undergone very little, if any, modifications.

The McCormick Company operated steam schooners which carried lumber from the Columbia River and other northwest areas to the Bay area and San Pedro. The schooners were typically like the "Wapama" which is berthed at the Hyde Street Pier.

Colloquially, the steam schooner was known as Russian-Finn Man o' War because of the ethnic composition of the crews serving them. These ships functioned until the 1950's. The McCormick Company was more progressive than most, operating the schooners and eventually adding passenger accommodations. It was for the

passengers that the building now known as the Eagle Cafe was erected. However, with the demise of passenger service, the building became solely a restaurant frequented primarily by longshoremen and other waterfront workers. With the installation of the Kirkham bus yard of the Municipal Railway nearby, the Muni employees also heavily patronized the cafe and today, there is a great mix of patrons, including nearby office workers.

Mr. Roger Olmstead, historian, spoke of the authenticity of the character of the Eagle Cafe. He noted that it was not a tourist attraction, rather it is used by the locals (in addition to those mentioned by Mr. Kortum who over the years have discovered its ambiance. These include a great many writers, such as the late William Bronson and Thomas Watkins, who recognize it as the last of the oldtime waterfront bars and restaurants.

Mr. Harry Thieman, Commercial Property Manager for the San Francisco Port Commission, said that the Commission wished to preserve the Eagle Cafe. Another developer, previous to Mr. Simmons, who intended to lease the site had also been encouraged to preserve the cafe and the Commission hoped that Mr. Simmons would. Mr. Thieman continued that he did not believe that the building had been erected at this location; it was his understanding that it had been moved from nearby. He felt that this was logical in that a waiting room for ship passengers would undoubtedly have been directly on the water.

Mr. Warren Simmons, developer of the project, was the next speaker. He said that he loves the Eagle Cafe as much as anyone and intends to save the building; however, it cannot remain at its present location. He intends to move it to the entrance of his project, adjacent to a marina for sports-fishing boats, whose patrons will also be customers of the Eagle Cafe in the early morning hours and after returning from fishing. The existing owners will continue proprietorship and they want to be located within the project area on the water. The existing location will not be practical for the Eagle Cafe when the project is completed. The railroad tracks will be moved and a new roadway, with no parking permitted, will run directly in front of the site.

Mr. Simmons said that he had no objection to historic recognition of the building provided it would not interfere with relocation to a site nearer the water and, additionally that such action would not hold up the beginning of the project's construction.

Mrs. Platt advised Mr. Simmons that the Board was not considering the structure for local designation, rather it was Federal regulations that brought the matter before the Board today. Because Mr. Simmons needs a permit from the Army Corps of Engineers, who are charged with preparation of the EIS, they must determine if any buildings within the project area are eligible for the National Register. Any found eligible will be reported to the State Historic Preservation Officer who will submit the information to the Department of the Interior. If the Eagle Cafe is found eligible for the Register, mitigation measures will be discussed by the Corps, the State Preservation Officer and Mr. Simmons. These

could include, on-site retention, relocation to other Port owned sites, relocation within Mr. Simmons' project and even demolition. Each will be weighed to determine what is in the best interest of the building, and will also take other matters into consideration.

Mr. Simmons said if the Board's action would cause another delay, he would ask them to find it not eligible because he simply could not stand any further delays in beginning construction. He noted that if he could have begun construction two years ago, the project could have been built for \$20,000,000; today, the cost will be \$29,500,000, and inflation increases the cost by \$75,000 per week. He did not understand why consideration was only now occurring because throughout the past four years of planning and securing authorization for the project, he has made it known that the Eagle Cafe will be incorporated into the project. He was skeptical that any action by the Board regarding the Eagle Cafe would not cause delay; his experience tells him otherwise. He noted that he had applied to the Army Corps of Engineers a year ago March and the EIS is still not finished; therefore, he was asking the Board not to find any historical significance for the building because such would cause further delays, and under any circumstances, he would be retaining the Cafe for incorporation into his project.

Mrs. Platt responded that the Corps of Engineers was acting in accord with Federal law and that the Board would act promptly to insure no delay for Mr. Simmons.

Mrs. de Losada commented that the Cafe could be found eligible for the Register without action by the Board.

Mr. Ream asked if any Board members had been aware prior to the previous week that Mr. Simmons' development might threaten the Eagle Cafe.

Mrs. Kortum stated that she had read parts of the Environmental Impact Report (EIR), but not as a member of the Board and there were two separate references to the Eagle Cafe: one dealt with demolition and the other with retention.

Mr. Simmons stated that relocation was also mentioned.

Mrs. Kortum said that she did not recall relocation and she was now somewhat baffled that the EIR had not been submitted to the Board earlier. At the time she read the EIR, she was new to the Board; had she been more informed, she would have recognized that it should be referred. She inclination at this time was that the building was eligible for the Register, and she did not feel that she could take an action which would be inaccurate. Furthermore, the Advisory Board being local, could assist more readily than State or Federal agencies in seeing that Mr. Simmons was not further delayed.

Mr. Simmons replied that he could see very little value in having spent in excess of \$1,000,000 for the EIR if it did not fulfill its intent after being distributed for comment to interested parties.

In response to a question from Mr. Simmons, Mr. Kandler of the Corps of Engineers said the reason the matter was before the Advisory Board was because the EIR was inadequate; he added that action by the Board need not hold up publication of the EIS. The Corps requested today's meeting because it did not feel that mitigation measures covering only demolition or relocation are adequate. As soon as viable alternatives for mitigation are submitted in sufficient detail by Mr. Simmons, these will be coordinated with State and Federal agencies; this action can be completed in one afternoon.

Mr. Simmons replied that Mr. Kandler would have the mitigation alternatives by the next afternoon.

Mr. Dave Jenkins, Legislative Coordinator of the Longshoremens-Warehousemens Union said that among the working longshoremens, the Eagle Cafe is prized as a food and drinking establishment and for its source of companionship; it is the only one of its type left. All others have disappeared and the Eagle symbolically represents both the past and the present. It is a genuine place and has been the refuge for countless thousands of people including many artists who go there for local color.

Fifteen years ago, many of its patrons successfully fought for and saved the Eagle and they are rallying again. It is a very democratic place and draws its heavy patronage from among dock and transport workers and so, in behalf of the longshoremens, warehousemens, walking bosses, gate watchmen, ship clerks, and seamen's unions, he was asking the Board to memorialize a place for these people. They had tried to make Mission and Spear Streets, where two members were killed, a symbol of the waterfront, but in its own way, the Eagle Cafe had become the symbol of the waterfront.

In response to Dr. Shumate's question, Mr. Jenkins said that he hoped the cafe could be left in its present location because of its convenience for the waterfront workers. Other similar places have been demolished to make way for new developments such as motels and restaurants which have no meaning for the workers.

Mr. Jenkins again stressed its importance to artists and writers, noting that he himself had many discussions there with William Saroyan who had worked on his play "Time of Your Life" in the Eagle and had discussed with Mr. Jenkins the imagery that the Eagle created for him. Additionally, his father-in-law; Maynard Dixon, the artist; his mother-in-law; and Dortha Lange, photographer, were frequenters of the cafe and the latter had taken many of her photographs inside.

He concluded that he supported Mr. Simmon's project and wanted to see it completed.

MARCH 2, 1977

In reply to a question by Mrs. Famarin, Mr. Jenkins said that he felt relocation need not necessarily be disadvantageous to the Eagle Cafe, that it was totally negotiable. He felt that the Landmarks Board and Mr. Simmons could work out something acceptable; the important thing is to work out a solution that makes sense to utilize the cafe.

Mr. Paul Davidson, employed by the Belt Line for 27 years, presented a poster with petition which had been displayed in the Eagle for several years -- since the last time the cafe was threatened. He stated that he wanted to see Mr. Simmons' project built and wanted the Eagle Cafe to be retained somewhere. The owners have been very good friends to the railroad men.

Tim Przygocki, a worker on the Balclutha, spoke on the importance of the Eagle Cafe to the historical continuity of the waterfront. Although he could not speak personally of the historic nature of the building, the sight of the Eagle provided a welcome relief from the newer development taking over much of the waterfront.

Mr. Ream said it was apparent that the Eagle Cafe had a great many supporters and while they were all present, he would like discussion and opinions on the matter of relocation if it must be. He was especially interested in how much it could be relocated without really damaging the nature of the Cafe and its clientele. He felt it was very much a part of the workingman's life in the area and he had reservations about its being moved to become a part of a strongly tourist-oriented development, particularly at the gateway to the area.

Mrs. Platt felt that these were important questions; however, before taking up that issue, she would request that Bob Meyers of the Department of City Planning present the Department's involvement with the project.

Mr. Meyers said that he had worked with Mr. Simmons and his architects for two years and that they would work with the Advisory Board in expediting the legal procedures remaining. It was felt that the Eagle was worth preserving and that the Pier 39 area was a satisfactory location for it.

He noted that the railroad in front will be moved inland to make room for a five acre park which Mr. Simmons will build and maintain as part of his project. The part has been called for for 15 years in different City plans and in that connection Mr. Meyers wanted to stress the fact that the relocation of the cafe was not simply due to the plans of a greedy developer.

Mr. Meyers continued that diminished maritime activity west of Pier 35 enables The Embarcadero roadway in front of the Eagle to be narrowed; the only need for tracks now and in the immediate future is at Pier 45 and the ferry slip at Pier 43; however, tracks must also be maintained to serve the Presidio.

A more interesting aspect of the future of the rail line is the possibility of its serving as a pedestrian transport line from the vicinity of the Southern Pacific terminal at 4th and Townsend to Fisherman's Wharf. If rail transit is not used, however, the track right-of-way could accomodate busses. The Belt line currently uses virtually all of the remainder of Seawall Lot 311, on which most of the Eagle Cafe is also located, for storage operations and these will be moved to a new location south of the Bay Bridge.

Mr. Meyers said that the point he was trying to make was that waterfront uses in this area were changing and there would be no traditional maritime uses between Piers 35 and 45 and that at the latter only limited.

There was discussion on presently available parking and the parking structure which is to occupy the site to the south of the Cafe. Harry Thieman pointed out the Eagle Cafe encroaches on The Embaradero right-of-way and it would have to be removed for the redesigned roadway.

Addressing his remarks to Mr. Ream, Mr. Simmons said that he wants to maintain the character of the Cafe and does not think that this will be a significant problem. He noted that the Cafe will open about 5:30 a.m. for the workers and those using the facilities of the marina for sport-fishing. The other establishments in the development will not open until about 11:30 a.m. as their activity occurs in the afternoon and evening. The new development will be designed to appear as older buildings in an attempt to recreate an old time San Francisco waterfront environment.

In reply to Dr. Shumate, Mr. Simmons said that if the Cafe were left at its present location, he did not think it would do much business. Many of the present customers park illegally now and this parking will not be available in the future.

Mary Erckenbrack said that she had been in the Eagle Cafe that morning and she and her friends were noting that the character of the place was so fragile that even the installation of a new window shade would significantly alter it.

Mr. Simmons said that he would like to ask the Board to take whatever action it felt necessary in recognition of the building's historic character; however, he was asking them not to take any action which might make the site itself hallowed ground.

Mrs. Platt announced that since there were no more speakers, the public hearing was closed. She would now ask the Board to discuss the question of eligibility and following that, if any Board members had thoughts on mitigation alternatives, these would be discussed.

Mr. Jenkins said that he had one final statement. He noted that the ILWU had been maintaining Buffano's statue of St. Francis of Assisi in a small landscaped area in its block. The site had fallen into disuse and the union could no longer afford to maintain it; if Mr. Simmons were willing to incorporate it into his project, he believe an acceptable arrangement could be worked out between the Union and Mr. Simmons.

Mrs. Platt also noted that Mr. Kandler should be furnished with a copy of the historic documentation which had been prepared by Karl Kortum.

Prior to Board discussion of eligibility, Mrs. Platt read the criteria as set forth by the Department of the Interior:

The following criteria are designed to guide the States and the Secretary of Interior in evaluating potential entries (other than areas of the National Park System and National Historic Landmarks) to the National Register.

The quality of significance in American history, architecture, archeology, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

A. that are associated with events that have made a significant contribution to the broad patterns of our history; or

B. that are associated with the lives of persons significant in our past; or

C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. that have yielded, or may be likely to yield, information important in prehistory or history.

The above criteria was discussed point by point and, regarding the integrity of location, Mr. Ream felt that the Board should stress that while the building may not be in its original location, the Board feels that tying it to its present location is not a significant aspect.

Following further discussion, it was moved by Mr. Morton and seconded by Ms. Farmarin that the Board report to the Army Corps of Engineers that it believes the Eagle Cafe meets the criteria of the National Register as follows:

The quality of significance in American history, architecture, ... and culture is present in ... buildings ... that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and;

(A) that are associated with events that have made a significant contribution to the broad pattern of our history; or

(B) that are associated with the lives of persons significant in our past; or

(C) that embody the distinctive characteristics of a type, and period... of construction, ... or that represent a significant and distinguishable entity ...

Taking up the matter of mitigation alternatives, Mrs. Platt then asked for comments on Mr. Ream's earlier question regarding the affect on the Eagle Cafe if it were to be moved.

Mr. Jim Williams said that he felt the character would be seriously harmed if the building were relocated to within the project and he was unclear as to whether or not there were sufficient room for it at its present site.

Mr. Simmons said that he felt some consideration should be given to the owner-operator's wishes regarding the ultimate location; furthermore the Planning Commission and the Bay Area Conservation and Development Commission (BCDC) had put rigid constraints on the project and were requiring that all commercial development be clustered together.

Mr. Sandy Walker of Walker and Moody, architects for Mr. Simmons, said that the future success of Eagle Cafe would be dependent upon its early morning business, much of which will come from those using the sport-fishing marina and thus it should be located as near to it as possible. If located any distance from that marina, the Eagle Cafe will be running stiff competition from some other early morning cafe which would be sure to locate nearby.

Mr. Simmons said that he wanted the Cafe in its proposed location to help set the character of development. There will be 24 restaurants; each will be designed by a different architect who must obtain design approval from Walker and Moody. He added that the existing owners want to be in the project and if the Eagle Cafe could not be moved to the proposed location, its current owners would be at that new location but in a new building because they want to operate an early morning cafe there. Mr. Simmons intends to charge the owners the same rental schedule that they now pay to the Port.

Mrs. Kortum expressed her concerns regarding mandated changes to the structure and its character if it were moved -- even one inch. Mr. Walker said that this was somewhat of a moot question since the health department could come in at any time and demand that certain health code requirements be met, and furthermore, one didn't know when the owners themselves might decide to purchase new equipment. He felt there was no problem with the bar but the restaurant might be a different matter.

Mr. Walker continued that the only thing he knew for certain was that the building would have to be sprinklered; furthermore, that would be advisable even in its present location.

Mr. Thieman verified that buildings on Port properties have been subject to enforcement of local codes since the Port was transferred to the City.

Mrs. Kortum also noted the change in clientele after 11:30 a.m. and she wondered if it would be possible to undertake a survey to determine if these same people would continue to come to the cafe if it were moved to the proposed location. She cannot accept the idea that it will go broke if it stays in its present location and, although the Andreiottis might move, that is a separate issue.

Mrs. Platt said that it appeared to her that there were four possible mitigation areas or combinations thereof:

1. relocation to the pier proper
2. Keep at present location
3. relocate to another location on the pier area other than that proposed, or to another location outside the project, and
4. demolition.

On a related item, Mrs. Platt noted that Mr. Kandler is an archeologist and the National Historic Preservation Act also deals with archeology, as must the Board. Mrs. Kortum submitted a letter for the EIR on the historical archeology which was reproduced in part only. The EIR identifies Mrs. Kortum as a member of the Landmarks Board and that may be one of the reasons why the EIR was not submitted to the Board. However, Mr. Kandler may find the entire letter helpful for the EIS in that there would not seem to be any archeological concerns in the area.

Mrs. Platt also noted that Dr. Shumate had written a letter relative to historic significance of the piers. Additionally, the Board is on record as having requested that in the Waterfront Plan of the Department of City Planning, the Pier facades should be retained where they could be incorporated into new development. In this case, however, no one is saying that the pier facades should be kept.

In summary Mrs. Platt said that the only National Register concerns were those of the Eagle Cafe and the Balclutha, by virtue of its being berthed next to the project; to the Board's knowledge, there is nothing of archeological significance in the project area. Mr. Khortum and Mr. Simmons are working closely on the latter, and there should be no problem on that. She asked if anyone in the audience knew of anything else the Board should be concerned with; there was no response.

The remainder of the minutes are unrelated to the NORTH POINT PIER PROJECT. REVIEW OF APARTMENT BUILDING AT 1030 VALLEJO STREET, etc.

HERITAGE

THE FOUNDATION FOR SAN FRANCISCO'S ARCHITECTURAL HERITAGE

April 20, 1977

Mr. Ed Kandler
Environmental Branch, Room 818
Army Corps of Engineers
211 Main Street
San Francisco, California 94105

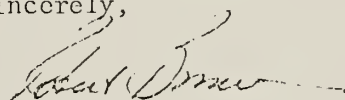
Dear Ed:

Enclosed is an addendum to Randy Delchanty's Architectural and Historical Description and Evaluation of Piers 37, 39 and 41 and the Eagle Cafe which deals with environmental effects of the proposed project.

All other things being equal, we think the pier front arches (but not the bulkhead buildings) should be saved if possible and integrated into new development. In this case, I understand the City discouraged Mr. Simmons from saving the pier fronts in order to restore views of the Bay. Although retention of the arches would have minimal impact on views, we recognize that it is not practicable at this stage of the project to make an issue of saving the arches on Piers 39 and 41.

Please feel free to call me if you have any questions.

Sincerely,



Robert Berner
Urban Conservation Officer

RB/bja
Enclosure
CC: North Point Park/Marina
Attention: Mr. Grant Duvall

Environmental Impact of the Proposed North Point Park/Marina Project
Historical, Architectural and Scenic Aspects

The project boundaries include Piers 39 and 41 and the Eagle Cafe.

Piers 37 and 41:

The proposed marina project would mean the re-use, ~~extension~~ widening and complete redevelopment of Pier 41 itself but the demolition of the pier's shed and of the bulkhead building with its Beaux-Arts style arched entrance. Pier 41 would be replaced with a fixed breakwater. Its pier front would be replaced by a park.

The demolition of Pier 41 would have little visual impact from the Embarcadero. The proposed redevelopment of Pier 39 would add to the visual interest and maritime character of the waterfront. The demolition of the bulkhead buildings would open extensive views of the north bay from the Embarcadero.

On the other hand, as negative effects, the project would mean the loss of two pier fronts which are part of a row that begins north of the Ferry Building. The complete removal of Pier 37 has already created a gap in the row of pier fronts.

The Eagle Cafe

The proposed marina project includes the retention, moving and re-use of the Eagle Cafe, a simple frame structure and one of the last of San Francisco's waterfront cafes. The Eagle Cafe was moved once before, shortly after its construction from the water side of the Embarcadero to the land side. Now it is proposed to move it back to the water side of the Embarcadero. The moving of the cafe will have an impact on who uses the cafe. This impact can be mitigated by keeping the traditional early morning opening hour of the cafe after it is moved.

Randolph Delchanty

Urban Historian

April 18, 1977

APPENDIX B

ENVIRONMENTAL IMPACT REPORT

Appendix B was distributed with the Draft Environmental Statement and therefore is not included with this final report. Additional sets of this appendix are available from the San Francisco District upon request.

APPENDIX C

AIR QUALITY

Appendix C was distributed with the Draft Environmental Statement and therefore is not included with this final report. Additional sets of this appendix are available from the San Francisco District upon request.

APPENDIX D

LETTERS OF COMMENT

APPENDIX D

LETTERS OF COMMENT

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OFFICE OF THE SECRETARY
RESOURCES BUILDING
1416 NINTH STREET
95814

(916) 445-5656

Department of Conservation
Department of Fish and Game
Department of Navigation and
Ocean Development
Department of Parks and Recreation
Department of Water Resources

EDMUND G. BROWN JR.
GOVERNOR OF
CALIFORNIA



Air Resources Board
Colorado River Board
San Francisco Bay Conservation and
Development Commission
Solid Waste Management Board
State Lands Commission
State Reclamation Board
State Water Resources Control Board
Regional Water Quality Control Boards
Energy Resources Conservation and
Development Commission
California Coastal
Commission
State Coastal Conservancy
California Conservation
Corps

THE RESOURCES AGENCY OF CALIFORNIA
SACRAMENTO, CALIFORNIA

FEB 14 1977

Colonel H. A. Flertzheim, Jr.
District Engineer
U. S. Army Corps of Engineers
211 Main Street
San Francisco, CA 94105

Dear Colonel Flertzheim:

The State of California has reviewed your "Draft Environmental Statement, North Point Park/Marina, City and County of San Francisco, Regulatory Permit Applications by Waterfront Recreation Facilities, Inc.", transmitted by Notice of Intent (SCH 76122752) dated December 27, 1976, and submitted to the Office of Planning and Research (State Clearinghouse) in the Governor's Office. This review fulfills the requirements under Part II of the U. S. Office of Management and Budget Circular A-95 and the National Environmental Policy Act of 1969.

The State's review has been coordinated with the Departments of Conservation, Fish and Game, Navigation and Ocean Development, Parks and Recreation, Water Resources, Food and Agriculture, and Transportation; the Air Resources Board, Solid Waste Management Board, State Water Resources Control Board, San Francisco Bay Conservation and Development Commission, Energy Resources Conservation and Development Commission, and the State Lands Division of the State Lands Commission.

No California State Historical Landmarks or Points of Historic Interest are currently located within the boundaries of the proposed undertaking. However, one National Register of Historic Places property is located within the project area: the Schooner Balclutha.

As the proposed undertaking will involve issuance of a permit from a federal agency, compliance with the National Historic Preservation Act of 1966 and 36 CFR Part 800 is required. Properties possessing historical, architectural, or cultural significance located within the undertaking's area of potential environmental impact should be identified and assessed for possible inclusion in the National Register. The Draft Environmental Impact Statement states that, "Since there are no known archeological or historical resources at the site, there would be no impact...." This section does not discuss the identification of properties located within the undertaking's area of potential environmental

Colonel H. A. Flertzheim, Jr.
Page 2

impact. We request the lead federal agency to identify and assess properties in the project area which may be eligible for inclusion in the National Register of Historic Places. In addition, structures scheduled for demolition or relocation should be assessed for their architectural or historical significance. Specifically, Piers 39 and 41 are planned for demolition. The State Historic Preservation Officer recommends an architectural and historical assessment for these structures.

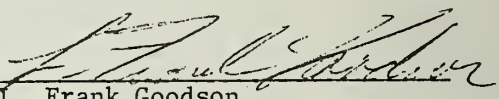
Subsection 1.23, page 5 of the Draft Environmental Impact Statement, states that the existing sites of the Eagle Cafe and the Crow's Nest will be maintained. However, a statement on page 94 of the Final Environmental Impact Report indicates that the Eagle Cafe will be demolished or relocated. At this time, the Office of Historic Preservation would like to know what the current plans for these buildings are. If they will be relocated, a discussion should include the relocation's effect on the property's historic integrity and evidence that the proposed site does not possess historical significance that would be adversely affected. When a property is moved, every effort should be made to maintain its historic orientation, immediate setting, and general environment. We also recommend that a qualified archeologist monitor all construction to ensure the protection and preservation of cultural resources. Please contact Hans Kreutzberg, Office of Historic Preservation, by calling (916) 322-2682 for further assistance in this matter.

Thank you for the opportunity to review and comment.

Sincerely,

CLAIRE T. DEDRICK
Secretary for Resources

By


L. Frank Goodson

Assistant to the Secretary
Projects Coordinator

cc: Director of Management Systems
State Clearinghouse
Office of Planning and Research
1400 Tenth Street
Sacramento, CA 95814
SCH No. 76122752



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
100 CALIFORNIA STREET
SAN FRANCISCO, CALIFORNIA 94111

Project No. D-COE-K61014-CA

H. A. Flertzheim, Jr.
Colonel, CE
District Engineer
Department of the Army
Corps of Engineers
211 Main Street
San Francisco, California 94105

FEB 9 1977

Dear Colonel Flertzheim:

The Environmental Protection Agency has received and reviewed the Draft Environmental Statement for the North Point Park/Marina, City and County of San Francisco, California.

EPA's comments on the Draft Environmental Statement have been classified as Category LO-2. Definitions of the categories are provided on the enclosure. The classification and the date of EPA's comments will be published in the Federal Register in accordance with our responsibility to inform the public of our views on proposed Federal actions under Section 309 of the Clean Air Act. Our procedure is to categorize our comments on both the environmental consequences of the proposed action and the adequacy of the environmental statement.

EPA appreciates the opportunity to comment on this Draft Environmental Statement and requests two copies of the Final Environmental Statement when available.

If you have any questions regarding our comments, please contact Patricia Sanderson Port, EIS Coordinator, at (415)556-6266.

Sincerely,

Richard A. Laddington Jr.
Paul De Falco, Jr.
Regional Administrator

Enclosure

cc: Council on Environmental Quality

Water Comments:

The major water quality impacts of the project result from the construction of a breakwater and marina. The EIS does not discuss the impacts of marina use at all, but it is not likely that they will be severe. However, the projects will significantly impair circulation within the area enclosed by the breakwaters, to the extent where gyres will be created. This is of particular concern since the breakwater will enclose the Beach Street outfall, a wet-weather bypass outfall which discharges raw sewage and storm water during rainfall. The outfall discharges 425 CFSS of effluent during a five-year frequency storm. From a water quality perspective, it is poor planning practice to locate a breakwater so that it will impound wastewater. The North Point Outfall Consolidation Project currently in pre-construction stages will reduce overflow through the Beach Street outfall, but will not eliminate outfall. Consideration should be given to alternatives which will eliminate adverse water quality impacts or measures which could not mitigate impacts. Possible alternatives include relocating the project, re-locating the outfall discharge point, or eliminating the Beach Street outfall completely. Potential mitigation measures could include staging of marina construction to allow completion of the North Point Outfall project, partial closure of the Beach Street Outfall to limit overflow to particularly severe storms, and re-design of the project to improve circulation and elimination of gyres.

EIS CATEGORY CODES

Environmental Impact of the Action

LO--Lack of Objections

EPA has no objection to the proposed action as described in the draft impact statement; or suggests only minor changes in the proposed action.

ER--Environmental Reservations

EPA has reservations concerning the environmental effects of certain aspects of the proposed action. EPA believes that further study of suggested alternatives or modifications is required and has asked the originating Federal agency to reassess these aspects.

EU--Environmentally Unsatisfactory

EPA believes that the proposed action is unsatisfactory because of its potentially harmful effect on the environment. Furthermore, the Agency believes that the potential safeguards which might be utilized may not adequately protect the environment from hazards arising from this action. The Agency recommends that alternatives to the action be analyzed further (including the possibility of no action at all).

Adequacy of the Impact Statement

Category 1--Adequate

The draft impact statement adequately sets forth the environmental impact of the proposed project or action as well as alternatives reasonably available to the project or action.

Category 2--Insufficient Information

EPA believes that the draft impact statement does not contain sufficient information to assess fully the environmental impact of the proposed project or action. However, from the information submitted, the Agency is able to make a preliminary determination of the impact on the environment. EPA has requested that the originator provide the information that was not included in the draft statement.

Category 3--Inadequate

EPA believes that the draft impact statement does not adequately assess the environmental impact of the proposed project or action, or that the statement inadequately analyzes reasonably available alternatives. The Agency has requested more information and analysis concerning the potential environmental hazards and has asked that substantial revision be made to the impact statement.

If a draft impact statement is assigned a Category 3, no rating will be made of the project or action, since a basis does not generally exist on which to make such a determination.



UNITED STATES
DEPARTMENT OF THE INTERIOR

OFFICE OF THE SECRETARY

PACIFIC SOUTHWEST REGION

BOX 36098 • 450 GOLDEN GATE AVENUE

SAN FRANCISCO, CALIFORNIA 94102

(415) 556-8200

ER 76-1192

February 9, 1977

Colonel H. A. Flertzheim, Jr.
District Engineer
San Francisco District
Corps of Engineers
211 Main Street
San Francisco, CA 94105

Dear Colonel Flertzheim:

The Department of the Interior has reviewed the draft environmental statement for North Point Park/Marina, City and County of San Francisco, California.

The document adequately describes onsite impacts of the proposed project on fish and wildlife resources. However, we suggest that the statement analyze indirect or secondary project effects on San Francisco Bay ecology. It appears that future demand for port facilities with readily available access to a deepwater channel, as at the project site, will increase in the future. Since the contemplated development would preclude future maritime use of the area, expansion of facilities could be expected in other areas of San Francisco Bay to meet this demand. Since fish and wildlife resources at those sites would be adversely affected, it would seem desirable to include an analysis of projected future growth and changes in waterborne commerce for the San Francisco Bay region in the statement.

The response to comment number 54, page 189, indicates that marines could be developed at the Presidio shoreline and at Aquatic Park, both a part of the Golden Gate National Recreation Area (GGNRA). As a point of information, current plan alternatives for both of these areas do not propose any additional development of berthing space for private boats. Based on the present direction of planning and public discussion, it appears that the waterfront areas of GGNRA will maintain or assume a character firmly based on natural or historic values and will serve as flexible multi-purpose recreation space. In view of the regional deficiency in public marina facilities, the proposed project would seem to provide an important complement to the kind of opportunities that are offered in the GGNRA.

This statement appears to adequately address the issue of cultural resources that may be present in the project area. However, subsequent to the publication of the statement, the Balclutha, located on Pier 41 east, was added to the National Register of Historic Places. Since it is located in the project area, the effect that the proposed project will have upon this property should be determined through consultation with the State Historic Preservation Officer and documented in the final statement. If it is determined that the impact upon the Balclutha will be adverse, then the State Historic Preservation Officer the the Advisory Council on Historic Preservation should be consulted in order to develop appropriate mitigation measures. The mitigation measures should be discussed in detail in the final statement.

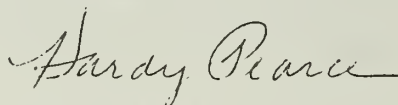
It is unclear how the 1590 ton figure (page 24) for solid waste over a 10 year period was determined. It has been estimated that 370 tons of solid waste will be generated in one year. Without the estimated 5 percent yearly increase the figure should be closer to 3700 tons per year.

In the transportation impact section the statement does not address the resulting impacts upon public transportation in San Francisco. The document cites the estimated number of additional riders but does not analyze the impact these numbers would have on the San Francisco Transit System. Paragraph 4.47 concludes that "making it more difficult to park close to the project at peak periods and by increasing the general parking shortage at those periods, would induce more drivers to use other modes of transportation in the long term." When the impact upon public transportation is evaluated, if the intent of the developer is still to encourage use of public transit, we suggest the proposed methods of inducing transit use do not result in further noise, congestion, and air pollution. In addition, we suggest that the description and analysis of transportation considerations relating to the project indicate that the work of the Golden Gate Recreational Travel Study was taken into account because of its analysis of recreation related traffic in the northern waterfront and its potential effect upon levels of transit service in the area.

On page 22 (Section 4.19), the text says that maintenance dredging and subsequent spoil disposal would be required at about 10-year intervals. We suggest that the impact of this dredging on fish and wildlife resources be discussed. Also, an alternative not mentioned on page 32 is the renovation of existing port facilities to attract additional maritime industry. We suggest this possibility be discussed.

We appreciate the opportunity to review and comment on the draft statement.

Sincerely,

A handwritten signature in cursive script that reads "Hardy Pearce".

Hardy Pearce
Environmental Review Officer

cc: OEPR w/c incoming
Regional Director, FWS, Portland
Regional Director, BOR, San Francisco
Regional Director, NPS, San Francisco
Director, USGS, Reston
Director, BOM, Washington, D.C.
Regional Director, BuRec, Sacramento



DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE
REGIONAL OFFICE

50 United Nations Plaza
SAN FRANCISCO, CALIFORNIA 94102
Office of Environmental Affairs

OFFICE OF
THE REGIONAL DIRECTOR

February 2, 1977

Colonel H. A. Flertzheim, Jr., CE
District Engineer
Department of the Army
San Francisco District, Corps of Engineers
211 Main Street
San Francisco, California 94105

SPNED-E/SPNCO-R
PN 10745-48

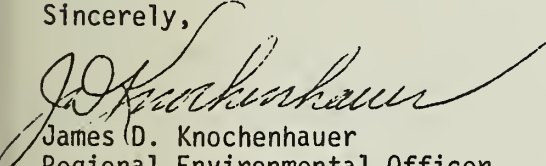
Dear Colonel Flertzheim:

The Draft Environmental Impact Statement for North Point Park/Marina, San Francisco, California has been reviewed in accordance with the interim procedures of the Department of Health, Education and Welfare as required by Section 102(2)(c) of the National Environmental Policy Act, PL 91-190.

The major concerns of this Department are related to possible impacts upon the health of the population, services to that population and changes in the characteristics of the population which would require a different level or extent of services. At this time we have no comments to offer.

The opportunity to review this statement was appreciated.

Sincerely,


James D. Knochenhauer
Regional Environmental Officer

cc: CEQ
OEA



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION NINE

ARIZONA
CALIFORNIA
NEVADA
HAWAII
GUAM
AMERICAN SAMOA

Two Embarcadero Center, Suite 530
San Francisco, California 94111

IN REPLY REFER TO

9ED

January 27, 1977

Colonel H. A. Flertzheim, Jr.
San Francisco District Engineer
U.S. Army Corps of Engineers
211 Main Street
San Francisco, California 94105

Dear Colonel Flertzheim:

We have reviewed the Draft Environmental Impact Statement for the North Point Park/Marina in the City and County of San Francisco, California, and offer the following comments.

1. Section 4.42 addresses the possibility of The Embarcadero being narrowed to two lanes or closed, and two eastbound lanes required on Beach Street. The environmental effects of these roadway modifications should be addressed in the Environmental Impact Statement.

The Embarcadero and Beach Street are on the Federal-aid Urban Highway System and are therefore eligible for Federal-aid Highway monies. It is recommended that the Army Corps of Engineers act as lead agency and provide an adequate discussion of the impacts of the proposed street modifications in the EIS. This course of action would satisfy NEPA requirements and minimize project delay, if and when Federal Highway funds are requested for street modifications associated with the North Point marina project. Please contact my staff at 556-3366, if we can provide any assistance.

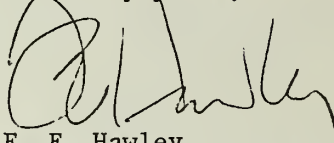
2. Section 4.45 discusses increased parking needs based on a moderately improved level of transit service. The EIS should specify what constitutes a moderately improved level of service and whether or not it would require a street improvement project.

3. In line with the above comments, Section 2.54 should address compliance with Section 106 of the Historic Preservation Act of any street project precipitated by the waterfront project.

4. The EIS should also include mitigation measures for the transportation impacts of the waterfront project.

We appreciate this opportunity to review the subject Draft EIS and would like to receive two copies of the Final Statement when it becomes available.

Sincerely yours,

A handwritten signature in dark ink, appearing to read 'F. E. Hawley', written over the typed name.

F. E. Hawley
Regional Administrator

Memorandum

To : Mr. James P. Tryner, Chief
Resource Preservation and
Interpretation Division

Date : January 28, 1977
Subject: SCH 76122752
DEIS, North Point Park/Marina
City and County of San
Francisco

From : Department of Parks and Recreation

The Office of Historic Preservation has reviewed the Draft Environmental Impact Statement prepared by the U.S. Army Corps of Engineers for the North Point Park/Marina, City and County of San Francisco.

No California State Historical Landmarks or Points of Historic Interest are currently located within the boundaries of the proposed undertaking. However, one National Register of Historic Places property is located within the project area: the schooner Balclutha.

As the proposed undertaking will involve issuance of a permit from a federal agency, compliance with the National Historic Preservation Act of 1966 and 36 CFR Part 800 is required. Properties possessing historical, architectural, or cultural significance located within the undertaking's area of potential environmental impact should be identified and assessed for possible inclusion in the National Register. The Draft Environmental Impact Statement states that, "Since there are no known archeological or historical resources at the site, there would be no impact...." This section does not discuss the identification of properties located within the undertaking's area of potential environmental impact. We request the lead federal agency to identify and assess properties in the project area which may be eligible for inclusion in the National Register of Historic Places. In addition, structures scheduled for demolition or relocation should be assessed for their architectural or historical significance. Specifically, Piers 39 and 41 are planned for demolition. As staff to the State Historic Preservation Officer, we recommend an architectural and historical assessment for these structures.

Subsection 1.23, page 5 of the Draft Environmental Impact Statement, states that the existing sites of the Eagle Cafe and the Crow's Nest will be maintained. However, a statement on page 94 of the Final Environmental Impact Report indicates that the Eagle Cafe will be demolished or relocated. At this time, our Office would like to know what the current plans for these buildings are. If they will be relocated, a discussion should include the relocation's effect on the property's historic integrity and evidence that the proposed site does not possess historical significance that would be adversely affected. When a property is moved, every effort should be made to maintain its historic orientation, immediate setting, and general environment. We also recommend that a qualified archeologist monitor all construction to ensure the protection and preservation of cultural resources. Please contact Hans Kreutzberg, Office of Historic Preservation, by calling (916) 322-2682 for further assistance in this matter.

William E. Padgett

Dr. Knox Mellon
Historic Preservation Coordinator

G-5/310
KM:HK

D-12

DOCUMENT D-6



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE

Southwest Region, EAD
3150 Paradise Drive
Tiburon, CA 94920

January 17, 1977

FSW3/FRM

Colonel H.A. Flertzheim, Jr.
District Engineer
San Francisco District
Corps of Engineers
211 Main Street
San Francisco, CA 94105

Dear Col. Flertzheim:

Subject: Public Notice #10745-48

We have reviewed the Draft Environmental Statement (DES) and the Public Notice describing the North Point Park/Marina project and have the following comments to offer.

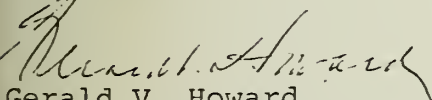
The DES identified the following probable impacts of the proposed action on the environment: Low velocity of both ebb and flood currents shoreward of the pier-head line, low-velocity gyres in these same areas, increased sedimentation rates, increased flushing times for the project site.

These impacts, both cumulative and individually, indicate that water quality within the project site will be lowered.

In order to mitigate these adverse impacts, we recommend that a culvert or other water exchange system be installed near the landward end of the fixed breakwater to increase the flushing action within the project area.

If a culvert or other water exchange system is incorporated into the project design we will not object to issuance of the permit.

Sincerely,


Gerald V. Howard
Regional Director





Association of Bay Area Governments

Hotel Claremont • Berkeley, California 94705 • (415) 841-9730

January 20, 1977

H. A. Flertzheim, Jr.
U. S. Department of the Army
Corps of Engineers
211 Main Street
San Francisco, CA 94105

RE: EIS, Proposed North Point Marina and
Breakwater Project

Dear Sir:

The Association has reviewed the Corps' Draft Environmental Impact Statement for the project mentioned above. In August of last year ABAG staff also reviewed the Draft Environmental Impact Report prepared by the City and County of San Francisco. We are enclosing a copy of comments prepared on the project at that time.

Sincerely,

Christina Miller

for Lu Lynn de Silva
Administrative Officer
Dept. of Planning & Programming

enclosure



Association of Bay Area Governments

Hotel Claremont • Berkeley, California 94705 • (415) 841-9730

August 26, 1976

Selina Bendix, Ph.D
Environmental Review Officer
City Planning Department
City of San Francisco
100 Larkin
San Francisco, CA 94102

Dear *Selina*
~~Dr.~~ Bendix:

ABAG welcomes the opportunity to comment on the Draft EIR for the North Point Park/Marina Project. Although the following observations constitute staff views and do not represent official agency policy, we are providing them to assist you in developing a complete and comprehensive final EIR and to assure that important regional considerations are reflected in the ultimate decision made on this project.

The ABAG Regional Plan emphasizes the need for development in urbanized areas, where transportation and other public facilities already exist. The North Point Project, by providing retail offices and commercial facilities in an area not far from existing residences, and immediately adjacent to transit lines, appears to meet this objective.

One major regional concern regarding the project is that there be public access to the Bay. This is especially important in view of the proximity of Fisherman's Wharf, which is a regional visitor destination. The current proposal with its extensive public walkways appears to provide this necessary access, and the mixed uses planned for the area do not appear to conflict with the idea of developing an attractive and interesting waterfront environment.

There have been some concerns expressed about air quality problems in the project area, especially as a result of increased traffic that might be generated from the commercial development and the recreational use of the Marina. In this regard, we would like to emphasize the Bay Area Air Pollution Control District's recommendation to you that "considering the possible ramifications for regional as well as local air quality, the size of the (project's) parking garage should be carefully determined." We note that the Marina project in your proposed location would be more accessible to users of public transportation than it would be in many other sites; this fact might suggest a re-examination of the current parking lot proposal.

This project should naturally be coordinated with other plans for waterfront development in San Francisco. In particular, ABAG staff recommends that final approval of this project be contingent on an agreement between the City Planning Department and the Port Commission on the size and scale of eventual development around the Ferry Building, because that area would be affected by activities in the North Point site.

In general, ABAG City-centered policies support developments that meet a variety of needs in central urban locations. If the project proponents observe the points made in this letter, we feel that the development will be supportive of regional objectives.

Sincerely,

A handwritten signature in dark ink, appearing to read "Chuck", written in a cursive style.

Charles Q. Forester
Assistant Director of Planning
and Programming

Advisory Council on
Historic Preservation
1522 K Street N.W.
Washington, D.C. 20005

January 20, 1977

Colonel H. A. Flertzheim, Jr.
District Engineer
Corps of Engineers, San Francisco District
Department of the Army
211 Main Street
San Francisco, California 94105

Dear Colonel Flertzheim:

This is in response to your request of December 15, 1976 for comments on the draft environmental statement (DES) for the proposed North Point Park/Marina, City and County of San Francisco, California. The Advisory Council on Historic Preservation has reviewed the DES and notes that the undertaking as proposed may affect the Eagle Cafe, a property which may be eligible for inclusion in the National Register of Historic Places. Such cultural resources are entitled to the protection afforded them by Section 106, as amended, of the National Historic Preservation Act of 1966.

Therefore, in accordance with Section 800.4(a)(2) of the "Procedures for the Protection of Historic and Cultural Properties" (36 C.F.R. Part 800), which sets forth the steps for compliance with Section 106, as amended, the Council requests the Corps of Engineers to request in writing an opinion from the Secretary of the Interior respecting the eligibility of the Eagle Cafe for inclusion in the National Register and inform us of the findings. The Corps is reminded that should the Secretary of the Interior determine the Eagle Cafe is eligible for inclusion in the National Register, it should follow the remaining steps detailed in the "Procedures" to evaluate the effect of the undertaking on the property and obtain the Council's comments as appropriate.

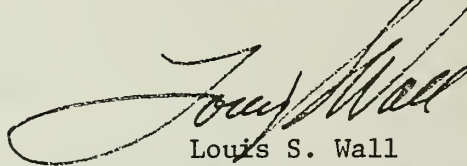
Until the requirements of Section 106, as amended, and the "Procedures" are met, the Council considers the DES to be incomplete in its treatment of the cultural resources. To remedy this deficiency, the Council will

Page 2
January 20, 1977
Colonel H. A. Flertzheim, Jr.
Eagle Cafe, North Point Park/Marina

provide substantive comments on the undertaking's effect on the identified cultural resources through the process detailed in the "Procedures". Please contact Michael H. Bureman of the Council staff at P. O. Box 25085, Denver, Colorado 80225, telephone number (303) 234-4946, to assist you in completion of this process as expeditiously as possible to avoid any unnecessary delays in the implementation of the proposed undertaking.

Your continued cooperation is appreciated.

Sincerely yours,

A handwritten signature in dark ink, appearing to read "Louis S. Wall", with a large, sweeping flourish extending from the left side.

Louis S. Wall
Assistant Director, Office
of Review and Compliance



The Atchison, Topeka and Santa Fe Railway Company

A Santa Fe Industries Company

121 East Sixth Street, Los Angeles, California 90014, Telephone 213/628-0111
Ext. 2531

January 18, 1977

File: G-65025

Mr. H. A. Flertzheim, Jr., Col., CE
District Engineer
Department of the Army
San Francisco District
Corps of Engineers
211 Main Street
San Francisco, Ca. 94105

Dear Colonel Flertzheim:

Reference is made to your letter of December 15, file SPNED-E/SPNCO-R, PN 10745-48, submitting draft of an Environmental Statement, covering proposed commercial/recreational complex at the northern waterfront in the City and County of San Francisco, Ca.

Paragraph 9.06 (page 38) of the draft includes reference to our letter of September 9, 1976, but does not indicate our concern expressed in that letter that the proposed development may adversely affect the present Santa Fe-San Francisco Belt Railroad freight car interchange point at the Powell Street ferry slip at Pier 43. I believe the draft should express reasons for our concern as outlined in the September 9 letter.

Very truly yours,

H. D. Fink



UNITED STATES DEPARTMENT OF COMMERCE
The Assistant Secretary for Science and Technology
Washington, D.C. 20230

January 26, 1977

Colonel H. A. Flertzheim, Jr.
San Francisco District, Corps of Engineers
Department of the Army
211 Main Street
San Francisco, California 94105

Dear Colonel Flertzheim:

This is in reference to your draft environmental impact statement entitled "North Point Park/Marina, City and County of San Francisco, California." The enclosed comments from the National Oceanic and Atmospheric Administration are forwarded for your consideration.

Thank you for giving us an opportunity to provide these comments, which we hope will be of assistance to you. We would appreciate receiving eight copies of the final statement.

Sincerely,

Sidney R. Geller
Sidney R. Geller

Deputy Assistant Secretary
for Environmental Affairs

Enclosure Memo from: Mr. Gerald V. Howard
Regional Director
Southwest Region



U.S. DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
National Marine Fisheries Service
Southwest Region
300 South Ferry Street
Terminal Island, California 90731

Date : January 11, 1977 FSW3/FRM

To : EE, Office of Ecology and Environmental Conservation

Thru *for* *Robert L. Schuler* F5, Acting Assistant Director for Scientific and Technical Services

From *for* *Hoyt L. Anderson, Jr.* FSW, Gerald V. Howard, Regional Director, Southwest Region

Subject: Review of DEIS #7612.20 - North Point Park/Marina City and County of San Francisco (CE)

The subject DEIS which accompanied your memorandum of December 21, 1976 has been reviewed by the National Marine Fisheries Service. The following comments are offered for your consideration:

General Comments

Construction of a fixed breakwater as described in the Draft Environmental Statement will alter the current patterns throughout the project area. Estimates of current velocities and directions are presented along with the prediction that sedimentation rates and flushing times will increase. We are concerned about the effect of the breakwater on water quality both within the project area and adjacent to the project. The possibility of placing a culvert or other water exchange system near the landward end of the fixed breakwater to reduce flushing time should be discussed.

Directly to the west of the North Point project a similar project is proposed including breakwaters which will alter current patterns. The effect that the two projects together will have on current patterns and flushing action throughout the area should be discussed.

Harry L. Silcocks
1143 Lambaren Ave.
Livermore, Ca 94550
December 29, 1976

District Engineer
Corps of Engineers
211 Main Street
San Francisco, Ca. 94105

Gentlemen:

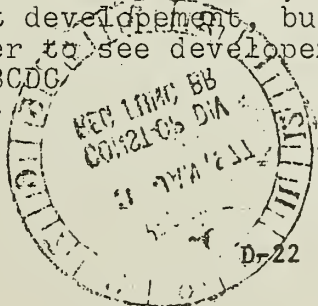
I would at this time like to comment on the draft environmental statement North Point Park/ Marina City and County of San Francisco. The main point of my concern is the format, especially the manner in which "authority" is discussed (1.04-1.11).

While each agency may have a particular method of presenting information, each agency should strive to do so in a manner that makes such information as understandable as possible. An example of an EIS that presents "authority" in a more understandable manner is the draft EIS "Emery Power Plant", pages I-11/I-17.

The manner in which the provisions of the permit are explained could also show improvement. What does this permit authorize, what conditions, if any can be attached to this permit, and if the terms of the permit are broken what then happens?

Again, referring to Emery Power Plant, their method of presenting "mitigation" is far superior to the method used in this EIS. Since both understanding and simplicity would seem vital in presenting information, would the Corps of Engineers care to comment on the points I have raised?

I urge denial of this permit, not on the basis of being against development, but on the basis that I would prefer to see development along the lines proposed by BCDC



sincerely yours,

A handwritten signature in dark ink, appearing to read "Harry L. Silcocks".

DOCUMENT D-12

Harry L. Silcocks



United States Department of the Interior

NATIONAL PARK SERVICE

WESTERN REGION

INTERAGENCY ARCHEOLOGICAL SERVICES

P. O. BOX 5700

SAN FRANCISCO, CA 94101

REPLY REFER TO:

H2219
(WR) IAS

December 21, 1976

Col. H.A. Flertzheim, Jr.
District Engineer,
Department of the Army
San Francisco District
Corps of Engineers
211 Main Street
San Francisco, Ca. 94105

Dear Col. Flertzheim:

Thank you for providing us with a copy of "Draft Environmental Statement, North Poin Park/Marina, City and County of San Francisco." We received the report on December 16, 1976 and appreciate the opportunity to examine the report and maintain current files on Corps of Engineers projects.

Sincerely yours,

Ronald C. Corbyn

Ronald C. Corbyn
Acting Chief, Interagency
Archeological Services
San Francisco



UNITED STATES DEPARTMENT OF AGRICULTURE

SOIL CONSERVATION SERVICE

2828 Chiles Road, Davis, CA 95616

December 20, 1976

H. A. Flertzheim, Jr.
Colonel, CE
District Engineer
Department of the Army
San Francisco District
Corps of Engineers
211 Main Street
San Francisco, California 94105

Dear Colonel Flertzheim:

This acknowledges receipt of the draft environmental statement "North Point Park/Marina, City and County of San Francisco" for Soil Conservation Service review.

Our brief review suggests that the proposed project does not fall within the scope of Soil Conservation Service responsibility and expertise sufficiently for us to provide useful comments. Factors relating to effects of the project on soil and water resources appear to have been adequately addressed. The project will not affect current or planned programs of the Soil Conservation Service in California.

We appreciate the opportunity provided for review and comment.

Sincerely,

Wm. H. Payne

for FRANCIS C. H. LUM
State Conservationist

cc: R. M. Davis, Administrator, USDA, SCS, Washington, D. C. 20250
Fowden G. Maxwell, Coordinator of Environmental Quality Activities,
Office of the Secretary, USDA, Washington, D. C. 20250
Council on Environmental Quality, 722 Jackson Place, N. W.,
Washington, D. C. 20006 - Attn: General Counsel (5 copies)





DEPARTMENT OF THE ARMY
SAN FRANCISCO DISTRICT, CORPS OF ENGINEERS
211 MAIN STREET
SAN FRANCISCO, CALIFORNIA 94105

SPNED-E/SPNCO-R
PN 10745-48

12-16
B

15 December, 1976

TO WHOM IT MAY CONCERN:

The San Francisco District, U.S. Army Engineers, is reviewing a permit application made by Waterfront Recreation Facilities, Inc to develop a major commercial/recreational complex at the northern waterfront in the City and County of San Francisco, California.

In response to the provisions of the National Environmental Policy Act of 1969, Public Law 91-190, to protect and enhance the quality of the human environment, the San Francisco District has prepared a Draft Environmental Statement.

The District is soliciting comments and views of appropriate government agencies and interested groups and individuals on the inclosed draft statement. Submission of comments within 45 days would be appreciated so that our final statement can more fully reflect your views.

Sincerely yours,

1 Incl
As stated

for *Karl F. Flertzheim* LTC
H. A. FLERTZHEIM, JR.
Colonel, CE
District Engineer

Amid

Chief Engineer

We have reviewed subject project
or report & have no comments at
this time.

for *Bill Mays*
Regional Manager
Department of Fish & Game
Region III
Date DEC 17 1976



